

SOUTHERN TEXTILE BULLETIN

VOL. VI

CHARLOTTE, N. C., DECEMBER 4, 1913

NUMBER 14

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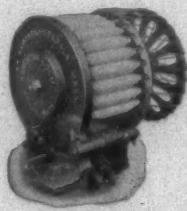
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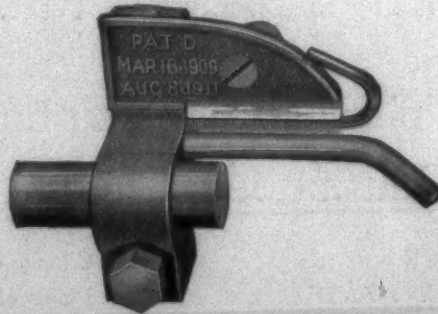
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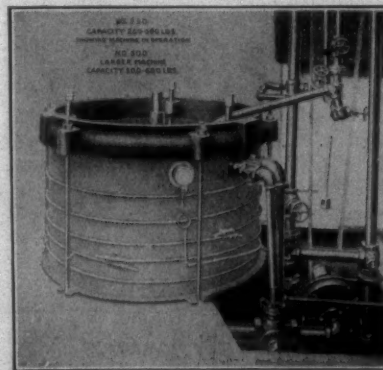


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SOUTHERN TEXTILE BULLETIN

VOL. 6

CHARLOTTE, N. C., DECEMBER 4, 1913

NUMBER 14

Fuel Engineering in the Cotton Mill

by W. T. Ray before Southern Textile Association

It is with an unusual pleasure that I appear before this convention, because many of you are personal friends and acquaintances I have made during four years of work that has been very helpful and instructive to me. The treatment I shall give this subject tonight will be more a summary of knowledge we all have more or less vaguely in mind, rather than a statement of new facts, for cotton mill fuel engineering is just now in a state needing summarization into concrete form, in order that all of us may work together for the common good of our employers and ourselves. It will be my endeavor to emphasize the importance and the skill of such lines of work, and to show how broad is the field, and how extensive the ramifications of this kind of professional work. I say professional work, because fuel engineering has been considered a dirty job, as all engineering used to be; fuel engineering has been the last branch of engineering to attract the application of higher scientific learning, but it is already not the least.

My remarks this evening will be made bearing in mind also, that large circle of textile industry men, who are the last court of resort in every move for change or improvement,—the mill owners, presidents, and various other officers, few of whom are present tonight. Three years ago I was at the meeting of the International Railway Fuel Association in Chicago, at which time there was a discussion of the value of better coal in locomotive operation. At that time there was hardly a coal company in the country which was not selling coal to the railroads and mills at less than the actual labor cost of getting it into the cars. It is only fair to say that all the railroad men admitted it, and the president of the association was even frank enough to say that as a railroad official he could not expect anything cleaner for so little money. At last it came my turn, and as a talkative and bleeding coal man I could not help expressing appreciation of the railroad men's attitude, but, I said, it did little good for us to lament among ourselves, because we were all of the same

mind, and none of us bought any coal; that next year we ought to get out subpoenas for the attendance of all the railroad purchasing agents in the country, in order that they might learn how expensive to the operating departments are some little savings made by purchasing cheaper supplies. In our case every effort should be made to get out to these conventions the highest officers of the mills, for matters of mill operation are of vital importance to them, inasmuch as by the grade of operation is determined the long-run profitableness of the industry.

Some Historical Notes.

It is interesting to note the historical evolution of various branches of labor into skilled professions, respected because of the new knowledge they gained, and the things they accomplished. A hundred years or so ago, musical composers whose pieces we all delight to hear today, were looked upon as servants, and treated accordingly, until one of the greatest of them, (which one, I have forgotten) refused to play for a king unless he might enter by the front door, and eat at the same table with the guests. In Charleston, S. C., there is living today a delightful old lady of the former aristocracy, who would hardly believe that a congenial man of her social circle actually earned his living by being a lawyer.

I could cite many similar changes in public opinion regarding the professions, but the point I mean to make is that public opinion is usually right, and that it is based on the crudeness or excellence of the work done. When the work is such as plainly to have required the application of learning, the public accords its due respect. Personally I do not think much of most steamfitters, who install heating plants in our residences and buildings; not because they are steamfitters but because they are mostly scientific incompetents, and do unsatisfactory work.

It may appear strange that I have made a point of the respectability of boiler-room engineering. I have purposely gone out of my way to do so, because many an able young man has been turned away from this

field, which needs good workers very much; when I entered it my own relatives objected. I believe a man is not always under constraint to say pleasant things only to his audience; therefore, you will all pardon me, I know, when I remark that, in the South especially, all men connected with boiler engineering should use such highly scientific methods as to deserve and win the public's respect for work well done, although it be done in dirty clothes.

Waste is Deplorable.

Waste is nothing but waste; an ill wind never blows any good to the community as a whole; no one benefits from waste in even the slightest degree; every member of the community is a loser, down to the tiniest babe. There is more waste of fuel and power in every industry than of anything else, even of labor; so in the new profession of fuel engineering there is a chance to be of great benefit to industry and to mankind. Not a man here, nor a cotton mill man absent, can escape being a fuel engineer more or less. In proportion to the learning and skill and eternal vigilance we use in this new field of accomplishment, will the public reward us with the esteem which every human being fundamentally works for. It is time, then, that those managing boiler rooms should see their mission in a true light, and fit themselves to follow the power they make into the remotest corners of the mills; for it is the sacred duty of every man who burns coal to see that no one else wastes his power. Any cotton mill engineer competent to follow the power will find a superintendent somewhere glad to have him do it, and it will be one of the objects of my talk to convince the higher men who manage and own the mills that it will pay them to encourage the search for means of spending money wisely; many a competent and progressive superintendent or manager has lost heart trying to get money for obviously-needed repairs, and never gone ahead looking up little places to invest a few dozen dollars where they would bring in returns of 25 or 100 per cent.

Origin of Name—"Fuel Engineering."

At first all kinds of engineers were called simply "Engineers"; then there came the distinction between civil engineers, and all others; later various branches were named, as mechanical, electrical, architectural, etc. Even civil engineering has been so subdivided as to include railroad locating engineers, bridge engineers, operating engineers, maintenance engineers, construction engineers, and others.

Until recently it was thought that anyone could throw coal into a furnace and take a nap without even watching it burn; but when some mechanical engineers, and a few chemists began to investigate coals and combustion, they found coals very various, and combustion a mixture of many processes. In fact, it was soon seen to be so broad a field, containing so much to be studied, and offering such good rewards to pioneers, because of the large sums spent for coal in comparatively small plants, that a separate set of men began to make such line of work their profession; and they called themselves "Fuel Engineers." But it is of the field of fuel engineering and its ramifications that I wish to speak.

Immediate Province of Fuel Engineering.

The immediate province of fuel engineering has to do with the purchase, transportation, unloading, firing and burning of fuel, and the removal and disposal or sale of the refuse; fuel engineering also has to do with the operation of the coal-consuming apparatus, such as boilers and stacks, its modification to secure greater reliability, output and efficiency, and the choice and installation of new apparatus; it also includes the handling of all the employes having to do with the fuel and power, for the human element is the most important of all, capable of the greatest improvement, if led and not driven.

At first thought it seems aggressive to include the purchase of fuel in fuel engineering. I am not yet very old, but I have lived long enough to know that the shrewdness of purchasing agents does not always get really cheap goods, espec-

(Continued on next Page)

Fuel Engineering in Cotton Mills.

(Continued from Page 3)

ially where those goods can be drawn from only a few locations, as is necessarily the case with coal. I believe the man responsible in a broad way for results ought to be broad enough to buy honestly and efficiently all the materials for whose cost he must account in the price of his output.

There is little to be said regarding transportation between the mines and the mills, because freight rates between any two points are the same over any routes or combination of routes. The choice of routes, therefore, settles down to a study of the service given by various roads, of the number of large cities in which stealing is apt to occur on the way, of the condition of repair of the cars of the available roads with reference to leakage on the way, and some other small factors, all of which, however, require much ability to dig up and compare. I was told by one engineer, who kept a careful record, that a combination of transportation losses had made a difference of between 5 and 10 per cent in the weight of the coal received over two different routes, from two different coal fields.

Unloading may seem to be a small item, but the use of a trestle in a convenient position may easily save ten or fifteen dollars a car compared to some other arrangement. There is also to be considered the adaptation of the unloading process to the weighing of coal as used, so that the accuracy of the records may not be eliminated by sneaking in coal from another part of the pile, or by neighborhood theft. It is also of advantage to have a trestle so designed that doubtful cars of coal can be separately dumped and kept unmixed until a representative of the coal company arrives. The floor of the bin should be concrete, to keep dirt from being mixed with the coal, which mixing usually results in troublesome clinking, and to afford easy wheeling into the boiler room. It is human nature not to object to wheeling a big load of coal so long as it moves, but to be provoked into profanity and indifference to results when the wheel sinks in mud.

The importance of firing coal well, and the rare attainment of a good result, are so universally known as to make me hesitate; it is like getting up early in the morning, we all realize the importance of it, but all try to doze a little longer. I have spent four years helping many other workers to raise the level of coal firing in our region, and I can see considerable improvement, but not to a satisfying extent. The trouble is the old and obvious one of lack of self-interest in the fireman. An ordinary mill fireman burns about \$35 worth of coal a day, for which he gets about \$1.15 for ten or twelve long hours. More than once I have gone home to dinner, passed the negro employed by Mrs. Ray to rake the lawn or hoe the garden and had him stop and look at me quizzical-

ly, and say, "Boss, I know you; I quit firin' at the X mill." "Why?" "Cause I makes more dis way." Now, I am not advocating more wages for the same work, because colored labor is already the most expensive labor I ever had experience with; but I am advocating any of the proven bonus systems, carefully thought out to give everyone a square deal. In one of the mills which installed a boiler-feed water meter at my suggestion, the superintendent's whole idea of the usefulness of that meter was as a new tool for driving labor. He wanted me to supervise two or three days very hard and conscientious firing, so he could thereafter use the performance as a threat to get more work for the same small wages; I refused. Of course, such labor usually can not stand prosperity at first, and a bonus system has to be designed so as to elevate wages more and more above the neighborhood level, as the weak ones are gradually dropped, and higher-grade labor hears of the better opportunities and comes in.

This is a good place to say that I have an altruistic theory of handling labor which I have tried on a number of occasions, invariably with success. This is to make a man's reward in wages and appreciation go up with his work, and have the scheme of work such that it is to the advantage of the men to assist each other. I handled several very large storages of coal before miners' strikes in just this way, and did not have a driver anywhere; only timekeepers and occasional advisers. Sometimes I found a bunch of negroes had already unloaded three or four cars by 7:00 a. m., and were ready for another switch when the timekeeper-foreman arrived. The inefficient workers were "frozen-out" by the others without my intervention.

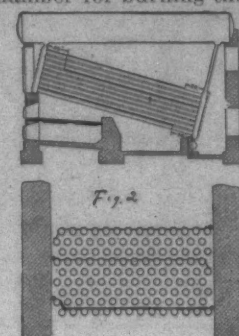
When it comes to working fire-room labor on the bonus system, it is found necessary to equip the boilerhouse with some instruments, but which really ought to be in place already. I refer to coal scales, a water meter on the feed-pipe line, a steam meter on the steam header, recording thermometers on the feed water heater and in the boiler breeching, recording steam-pressure gauges, and, in the case of medium and large plants, a recording flue-gas analyzing machine, or a cheaper substitute therefor. It is to be remembered that in the boiler room we burn money—about \$35 per day per fireman. If only 10 per cent of this be saved, we are ahead \$3.50. Of course, the use of such instruments will require the supervision of a skilled and competent man, especially at first, but it is surprising how soon very ordinary white labor learns to take an interest in such instruments, and to watch them. I once spent a week in a large southern power plant which was very thoroughly equipped with instruments, both recording and indicating; among them were a set of indicating steam meters, one on each boiler. I found the colored firemen had themselves fallen into the habit of

regulating their firing on variable loads by watching these meters rather than the steam gauges, because, they said, the meters went ahead of the gauges about ten minutes. In the early weaving days when they used crude and simple looms, the present-day looms would hardly have been given a trial, because they would have appeared too complicated.

You will notice I have listed the burning of coal separately. Coal burning is a function of the furnace, being modified by the type of grate, the shape and size of the furnace, the cooling effect of the boiler, the "draft" produced by the high or low stack, and many other factors, mostly beyond the engineer's control, but mostly capable of improvement when the next addition or modification is made. In other words, the burning of the fuel is largely a matter of furnace design, of which more will be said later.

The disposal or sale of the refuse is sometimes of more importance than people think. It often contains too much coke, and frequent samp-

read before the Western Society of Engineers in Chicago on June 2d last. Fig. 1 shows the boiler before modification, as installed by the maker, with a very small combustion chamber for burning the smoky

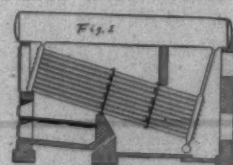


gases from the coal; Fig. 2 shows the boiler as modified to give a long travel of the gases before entering the cold tubes, the gases traveling lengthwise through the tubes twice; Fig. 3 shows the furnace the same as in the illustration just before, but with the boiler three-passed, so that the gases travel through the tubes lengthwise three times. The

	Standard Baffling	Two Passes	Three Passes
Pounds of water evaporated per pound; coal actually fired	7.49	8.18	8.52
Equivalent evaporation per pound; coal fired	8.90	9.61	9.97
Average horse-power	285	357	298
Maximum horse-power	297	365	311
B. T. U., per lb., dry coal	14122	13801	13750
Ash in coal, per cent	7.9	10.26	9.85
Efficiency of boiler and furnace	60.9	67.2	69.9

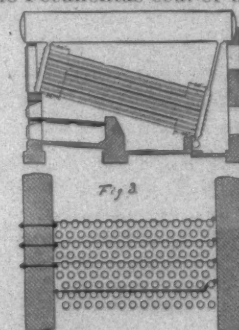
lings and analysis should be made. Sometimes the clinkers can be screened out and crushed and sold at a small margin of profit for sidewalk concrete, or else used in making such walks around the mill village. Very rarely it is possible to sell refuse. It is usually feasible to devise some way of disposing of it at a lower labor cost in any event. A man will sometimes devote much study to saving a few cents a ton on handling his coal into the boiler room, and go on spending half a dollar a ton removing one-tenth as much ashes.

I stated that fuel engineering had also to do with the modification of boilers and furnaces so as to produce more steam or cheaper steam. This is a very big subject, not yet entirely agreed upon by all students who have specialized in it; but enough is known to warrant me in saying that it is hard to find a horizontal-multitubular boiler plant not capable of improvement to the extent of at least 5 per cent in coal consumption, by inexpensive means; and most water-tube boiler plants can be improved by 10 or 15 per cent. Only this month I saw a report of a test by a large railroad, showing an improvement of 11 per cent in coal consumption effected by merely putting a fireclay combustion arch in the firebox.



In the case of water-tube boilers, as representative a set of tests as I know of was described in a paper by Mr. Henry Kreisinger and myself,

relative efficiencies and outputs of steam are given in Table I, which shows heavy gains for the regaffled boilers, when using either low-volatile Pocahontas coal or medium-



volatile Clinchfield.

No new apparatus should be selected until consultation with the man who has spent years of hard work near boilers and machinery; he has a fund of practical experience which should be thoroughly utilized. With him reliability is the first test of any innovation. There is a general complaint among consulting engineers that the plant men are antagonistic to improvements and changes proposed by themselves; personally my opinion is that the objections are often well grounded, and if the consulting engineers would consult with the operating engineers at every turn, they would learn a good deal, and teach a good deal, and everyone would be happier because of the resulting installation, of more practicable as well as more efficient equipment.

(Continued next week.)

Albemarle, N. C.—The Cannon Mills of New York have been appointed sole selling agents for the Lillian Knitting Mills of this place.

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Care and Operation of Roving Frames

The Contest Progressing.

We have heard many men express a high regard for the quality of the articles submitted to the contest on "Care and Operation of Roving Frames," and we feel sure that our readers are going to learn much from them for they are the practical ideas of practical men.

On account of the large number of these articles it is not probable that we will be able to complete the contest before Jan. 1st, but we will run as many of the articles as possible each week.

Guessing Prize.

In order to encourage close reading of the article we will give a prize of \$2.00 to the first man to guess the article that wins first prize. This offer is open to any subscriber of the Southern Textile Bulletin and it will be a considerable honor to win this prize for in order to do so a man must himself know considerably about roving frames. No man will be allowed more than two guesses.

Number Fourteen.

The most essential points in the care of fly frames, is keeping the drawing rolls well oiled and clean, and also the flyers.

Cones are modified for a certain speed, hand, stock and certain make of flyer. No fly frame can be operated properly when the speed is lower or higher than for which the cones were modified.

The presser rod attached to the hollow leg of the flyer when in proper condition will respond to the speed of the frame, or in other words, the pressure of the paddle on the surface of the bobbins is governed by the speed of the frame.

This pressure is greatest when the bobbin is small or at the beginning of the set, and for this reason the strand occupies less space at this stage because the pressure of the paddle condenses the strand more at the start than at the finish of the bobbin. All fly frames should be run at a speed advocated in the builder catalogue. In almost

every case where fly frames are found to be running badly, the trouble is generally traced to the speed.

If the frame is running at a lower speed than for which the cones were modified, the pressure of the paddle on the surface of the bobbin is reduced and the diameter of the bobbin increases faster than for which the cones were modified, on the other hand, if the speed is higher than for which the cones were modified, the pressure is increased, and the diameter of the bobbin is not allowed to increase to suit the outline of the cones.

The above should serve as a warning to many overseers and superintendents who are ever ready to tamper with the speed of the frames.

Changing the rack gear will help some, but you cannot get a rack gear to suit different speeds no more than you can get a rack gear to suit different hanks. Remember this, that in order to operate fly frames perfectly, that the variation in speed between one frame and another will require a different cone and that different cotton and different hanks to give a perfect tension, will require different cones. Before considering how the stock affects the tension, I wish to call the readers attention, (if at the head of a cotton mill not to allow what is known as home flyer fixing.

It is the practice in some mills to buy the pressers by the dozen, and these are attached to the hollow leg of the flyer by the fixer or second hand. There are very few men, if any, who can repair a flyer and at the same time have it properly balanced. From what I have said above, it should be clear to the reader, that if the presser is not properly attached to the flyer so as to be free to respond to the speed of the frame, that such a flyer will allow the diameter of the bobbin to increase and cause the end to snap every little while. These are the little things that bother in the operation of fly frames. Another important point is to have only the end of the presser finger resting on the surface of the bobbin. When the eye of the paddle rests on the surface of the bobbin it makes the strand a little oozy.

The surface speed of the bobbin and front roll should be equal at all times. Therefore, any retardation of the front roll will destroy the relationship of its surface speed and bobbin. Dry or dirty

rolls will cause the front top leather roll to lay behind the surface speed of the bobbin. Any resistance offered to the drawing action of the front roll will destroy the relationship of its surface speed and bobbin.

Is it not a fact, that in most mills that wiry cotton is drafted much more than fluffy cotton? The argument is that wiry cotton will stand a more severe treatment than fluffy cotton. They never stop to think the amount of resistance it offers to the front roll. That is why that wiry cotton will make a harder bobbin of roving. The pull is always greater from the surface of the bobbin to the bite of the roll. Another important point is in having the proper amount of twist in the strand fed. An excessive draft will destroy the relationship of the surface speed and bobbin.

Speed your rolls for wiry cotton, and have as short a draft as possible between the first and second roll on the slubber as the strand is bulky here, and the amount of resistance offered here as a rule, is the cause of the production of a yarn full of light and thick places.

Another important point is to have the pin in the basis of the flyer fit the slot of the spindle snugly. When a frame is doffing, let the reader make the following test on any fly frame that has been in operation a few years. Hold the spindle fast with one hand, and with the other, move the flyer back and forth and at the same time notice how far the eye of the paddle can be moved from one point to another on the surface of the bobbin. When engaged to make scientific investigation of the running condition of fly frames, I have found case where the eye of the paddle could be moved fully an inch from one point to another.

Let the reader stop here and think how the above will cause the ends to snap when the frame is stopped and started, for you know that on all the latest type of fly frames the bobbin leads the flyer, so any retardation of the flyer will cause stretch or the ends to snap here and there when the frame is started.

In all my twenty-five years of experience with fly frames, I have come to the conclusion that when the work runs badly that it is due to the unequal conditions found on all fly frames. The fly frame is the most imperfect machine in a cotton mill, and I say this without

fear of contradiction from any builder.

No builder can build a frame to suit all makes of flyers, or to run different speeds, different hanks, and different cottons—ask any builder.

Fly frames, as a rule, run well when long stock is used, for the reason that the strand is strong enough to overcome the unequal conditions found on all fly frames. To classify my meaning, I will quote one instance which is the chief cause of fly frames being poorly operated.

When long stock is used, you will find every bobbin of one diameter at the finish of the set, but in case of poor or fluffy stock, you will find some bobbins larger than others. These are the bobbins that causes the frame to run badly.

It is a dual operation between the increasing diameter of the bobbin and the strength of the strand. If the strand is stronger than the increasing diameter of the bobbin, the diameter of the bobbin is never allowed to increase in diameter so that its surface speed will be at no time greater than the surface speed of the front roll.

What I say above can easily be tried. The old idea of having only enough twist in the roving to unwind the bobbin at the next process is wrong, and those who still hold to the idea know little or nothing of the unequal conditions found on all fly frames.

When poor cotton is used and the bobbins are found of different diameters, the only remedy is a little twist inserted in the strand, and then spread the rolls slightly in the preceding process to accommodate for this extra twist, so as to eliminate hard ends.

Have the rack as sensitive as possible, so that the cone belt will be quickly moved at the completion of the traverse to the proper outline of the cones to suit the diameter of the bobbin at that stage.

When frames run over and under, should be taken out and squared to the builder rocker. However, a quick remedy is to give the latches a good rubbing with emery cloth.

In order to build a good bobbin, run the carriage so that the eye of the paddle will be exactly in the middle of the bobbin (from shoulder to shoulder) then level the picker bar. You will then have the same taper at each end. Next be sure that the rack moves an equal distance at the completion of each layer.

There is nothing worse than the

W. H. BIGELOW

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above, because if the rack moves a greater distance at the completion of one traverse, the ends will run slack for this traverse and too light on the next traverse.

The driver cone and its connections drive the carriage. Therefore, any resistance offered to the moving parts of the carriage will in turn affect the speed of the bottom cone, which will cause the ends to run slack.

Keep the pulleys supporting the chains well oiled and cleaned. Keep the slides well greased with tallow. Dirty bobbin gears or dry bobbin gears will cause a slack tension. When the above parts are neglected, the rack gear must be changed, and when the parts are oiled and clean, the bottom cone then is free to rotate at its proper speed, with the result that the work is stretched before the former rack gear is put back again.

One good point in the operation of fly frames and one that will help the work to run well, is to add a little belt dressing on the cone belts every morning. Just take a bar of belt dressing, pass your finger on the end of the bar and then add to the cone belt—just a little. When doffing the frame, have the doffers rub the flyers upwards when cleaning the flyers, because when the flyers are rubbed downward, the rack will lodge at the top of the slot in the hollow leg and bother the tender continually, that is, if many flyers are clogged. Lastly, brand the moving of the rack during the building of a set as a crime.

W. S.

Number Fifteen.

I will start with a new frame that has been properly erected and left in good condition. We must keep them that way, they must not be defaced in any way, so that they will look well. Care for the general appearance of the frames and keep them in good order. When parts are broken or worn out, if new parts are made in the mill shop, insist on a good likeness of the piece to be replaced. Parts and gears that are difficult to make should be ordered from the builders of the frame, as they fit and work better. Proper oiling is a very important thing, but the kind of frames, speed, grade of work, grade of oil used and general conditions, make it almost impossible to say what proper oiling is.

Have a good frame belt just tight enough to run the frames well, not tight enough to jerk them when starting.

In cleaning the frames, do so often enough to have them look well. Local conditions, such as the grade of cotton being used, influence the cleaning.

The tension begins with the cone belt. Have an endless cone belt that will not slip, and one that is made especially for the purposes. There are several good ones on the market. Have all frames on the same hank roving geared alike, lay and all. Now the class of cotton, number of roving and speed of the frames all have their effect on the tension, as will be seen by observing it, but the tension must not be allowed to stretch the work. Careful weighing, careful examination of the roving and yarn will show any defect caused by tight tension. Twist also enters into the tension. Unless there is enough twist, there will be bad tension and bad running work, and too much waste, with no remedy except twist. Standard twist

is just enough to make good running work.

Draft.—Local conditions influence the draft so much that it is hard to say what is practical. However, I do not think that 4 or 5 is too much on slubbers. On intermediates, 5 or 6, and if necessary a little more on speeders.

When setting the rolls, set the bite of the rolls one-eighth to one-quarter of an inch further apart than the length of the staple of the cotton being used.

Brush.

Number Sixteen.

The articles in this contest, not including this one, will probably dwell sufficiently upon the care of fly frames, so I am going a step further and deal with the efficiency of roving frames.

Today, how many carders are there who can tell you the efficiency of the slubbers, intermediates, fine jack frames? I make the assertion that not one out of a hundred can do so. Why? Well, what basis, or standard have they for 100 per cent? But they ask you for this percentage for efficiency of production.

There are a number of reasons for this efficiency. The carder should know absolutely to one per cent what the machine is doing. If he knows this, he can look for the losses in his production and when he has a standard he can see at a glance how far short he is of his mark.

Any cotton mill man knows that it is impossible to produce 100 per cent. Some allowance has to be made for stops, etc. To get to the point, set standards for your fly frames. How can I do this? asks the carder.

By a close application of the following methods, standards can be set and by dividing your production per frame or group of frames, you know at once your operating efficiency.

One of the most important factors in the method is speed. I will say that in the majority of mills, there is a variation in speed on speeders. This is because of poor belts, slippage, loose belts and also loose counter belts.

The first step to take is to set a standard speed. Take for example 4.60 H. R. A good speed is 128 R. P. M. This can be increased to 136 R. P. M., and still get good results. (At present the writer is watching frames running on 4.60 H. R. at 128 R. P. M.)

With 128 as a basis, work out your production for 100 per cent efficiency as follows:

Dia. of front roll \times 3.1416 \times 128 \times hanks per week

=Hanks

36 \times 845
Note—845 used to allow for contraction.

Hanks \div Hank roving = production per sp. wk. (Standard.)

Take the production per spindles week as a basis. Then divide the actual pounds per spindle week you are producing by your actual standard and this gives you your efficiency per spindle, or for the efficiency of the room, multiply spindle production by the number of spindles, divide by the standard times the number of spindles. This gives your room efficiency, provided of course, that you are making only one size roving.

In case your roving varies in size, you will have to set a standard for each size. Then follow out as above.

In addition to telling you the amount of production you are losing from the standard, you can also reckon the efficiency of your tenders. Your hank clock will do this, but what about your doffing time?

Provided the speeds of all your frames are the same, the tenders all alike, each frame should theoretically produce the same amount. But will they do it? Do you know under your present conditions the doffing time can be shortened and other things reduced so as to let the frames run as long and as fast as possible.

By careful use of his head, any carder can get better results from his frames, satisfy his boss and those who are working for him.

Rolyat,

Number Seventeen.

In discussing the question of roving frames we will assume that the pickers, cards, and drawing frames are in good condition and are doing their work correctly. And that the frames have been erected, lined and leveled by a competent mechanic and are not worn out. When new frames are erected in a new building it is a good idea to have them re-leveled again after they have been running for about six months. The skeleton of fly-frames are generally leveled from the roller beam (sometimes called the steel-plate) then the spindle rails are leveled, and lastly the bobbin rail or carriage. The carriage is more likely to get out of line than any other portion of the frame, therefore it should be looked over often to see that it is in correct line, etc. The quickest way to line up a carriage—assuming the frame proper is in good shape—is to pick out as many bobbins as there are lifting pinions on the frame—being careful to see that all of them are of the same length. Then take the casing off of the bottom or spindle rail and stand the bobbins on the spindle rail near each lifting pinion and let the carriage down until it touches the top of one of the bobbins. Then loosen all the other pinions and let the carriage rest on the tops of all the bobbins. Then tighten the pinions again and the carriage is in correct line with the spindle rail.

In setting the spindles, or steps of a fly frame it should be seen to that the spindle is made to stand perfectly straight up—otherwise it will cause the carriage to bind when it is at the bottom. Many fixers will put a new bolster or step into a frame and if it seems to be all right while the carriage is at the top they never seem to think that it may give trouble when the carriage goes to the bottom. Bobbin gears should be set deep enough so as not to ruin the gears and not so deep that it will make the bobbin jump. The same will apply to spindle gears.

Oiling.

One of the most important things

to watch in connection with roving frames is the oiling. If the steps and bolsters are not properly oiled the spindles will run hot and jump and much bad work will result. If the rolls are not oiled they will run with a drag and uneven or cut roving will be the result.

There can be no fixed rule for oiling that will suit all conditions, because some frames are lighter than others and some run much faster than others, but a fairly good rule for oiling is to have all the fast moving parts oiled once each day and the slow motions once each week. Shell rolls should be oiled at least once every two weeks and back top rolls once each week. In oiling rolls care should be taken to see that just a little oil is placed on the bearings and none on the leather. The steel rolls should be kept free of all chokes, for if lint is allowed to collect on the back rolls it will cause them to be slightly larger in diameter than they should be and thus draw in more stock than they should. Bad uneven work will be the result. If chokes are allowed to collect around the joints or bearings of steel rolls it will cause them to run hard, consume power, and run with a tremble. This trembling of the back and middle rolls will cause the roving to appear cut in the next process. This is especially true of frames that are geared only at one end. Steel rolls should be scoured often enough to keep them in good running condition, and under no consideration should they run longer than one year without scouring. When steel rolls are scoured the bearing should be well greased with a good grease.

Bobbin rail and spindle rail (carriages) should be cleaned out about every six months and fresh grease put in all the bearings of the spindle rail and bobbin rail shafts.

Cleaning.

All top rolls should be kept clean otherwise the chokes collecting on them will make the work run bad and the roving uneven. Steel plates should be wiped often enough to keep the fly or lint from collecting in such quantities as to catch on the roving and cause dark, dirty lumps to appear in the cloth or yarn. When the carriages are cleaned it is a good idea to have some one look over the flyers and see that the necks are cleaned out well, for cotton will accumulate in them and cause some of them to stand up too high, thus giving them a bad appearance and some times cause some of the bobbins to run over at the top. It is also a good idea to have the pressers carefully examined at this time to see that they all have the proper curve and are not bent upwards or downwards. Spindles should be picked or cleaned once each day, for there is nothing that makes a set of frames look so nasty as to have the spindles look like they were never

Guessing Blank.

I guess that the article signed _____ will win first prize in the contest for the best practical article on "Care and operation of Roving Frames."

Name _____

Address _____

cleaned. The backs of the frames and given a general good cleaning at least once each week.

Roll Setting.

The setting of the rolls is one of the most important things about fly frames. There are three things to be considered when setting rolls, viz: 1st. Length of staple; 2nd. speed of rolls, and 3rd. the size of the stock being fed to the rolls, that is, a frame using coarse roving in the back cannot have its rolls set as close as one using fine roving—on the same length of staple and a frame running at a high speed can be set closer than one running at a low speed on the same length of cotton. A large number of fly frames are built so that only the distance between the front and the middle rolls can be changed, the back and middle rolls remaining the same for all conditions. Therefore I shall only discuss the settings of the front to the middle rolls. In all cases the bites of the front and middle rolls should be about 1-10 of an inch further apart than the length of the cotton and if a heavy roving is being fed to the rolls they should be set a little wider apart say about 1-16 inch more. Then if the speed of the frame is very high it may offset the above difference in the stock and can be moved back the last named 1-16 of an inch. Roll setting after all is dependent on the good judgment of the carder and he must decide what conditions will give the best results both as to the running of the frames and the resultant good work.

Three builders on all the frames should be set alike and all the racks should be set so that each frame will knock off when the bobbins are full and not before. Then a hand should not be allowed to run a frame after it has knocked off.

The tension should be carefully watched and when one frame is noticed to be running tight the cause should be found and fixed at once. If it is due to a change in the weather then preparation should be made to change all of the frames, for if the weather has begun to affect one frame it will not be long until all others will be affected. All frames of the same make and running on the same number of roving should be fitted with the same size lay gear.

Frames built for draft gears at both ends are usually very long and while the gears at one end will pull the rolls and keep the frame running. If the gears at the other end are allowed to get out of mesh it will cause the steel rolls to tumble at the end of the frame and chopped roving will be the result. It is of special importance to watch this as the chopped places will not show so much until it reaches the next process.

A good quality of cone belting should be used on the cones and they should be put on endless. I have always made it a rule to have the cone belts looked over once each week and if one showed giving out to have it fixed at once.

Roving traverses should be carefully watched to see that they go as near each end of the boss as it is practical to do without running the roving out at the side of the boss.

A system of marking should be maintained so that each hand's work can be traced back to them. And each hand should be held responsible for their bad work.

Some Things to Watch.

Oiling, steps, spindles, rolls, fast parts and slow parts, cut roving caused from bad rolls, gears improperly set, frames only geared at one end, and steel rolls with chokes on beamings. Help wetting their fingers when putting up ends and failing to break off the end where they rolled it in their hands, thus making a "hard end." Single roving, pressers out of shape, flyers setting up too high, too much tension in roving, bobbins of different diameters, spindles worn, speed too high, steps out of line with bolster, causing carriage to bind, oil getting on the roving (skewers getting too blunt, causing roving to break back in creels. However they should not be too sharp for in this case they will run ahead of the frame and cause the roving to go through in lumps.

Getting Production.

If all the frames are kept in good shape, well oiled and the help are made to keep them running the production will come by itself.

Roving from at least two different frames should be carefully weighed once each day and if practical it should be weighed from a larger number of frames and oftener. If it is found that the work generally is getting too heavy the draft gears should be changed to get it right. But I want to say right here that if proper care is used in making and weighing the laps in the picker-room, a change on the frames will hardly ever be necessary.

The foregoing is only a small portion of what could be said in connection with this subject, but as I fear I am using too much space, I will bring my article to a close.

Experience.

Number Eighteen.

The care and operation of roving frames is a broad subject and it would require more than the allotted space to cover it thoroughly, and I will only take up the points that every carder should know to insure a good quality of roving and good running frames.

Frames should be given a general clean up every six months in the following manner: Steel rolls scrubbed, stands cleaned, bolsters swabbed out, the slot in the top of the spindle cleaned out, and the top of the flyers cleaned, so that the flyers will all be the same height on the spindles. Have a gauge made to set the flyer pressers by and have them all set alike on each size frame. Clean the top and bottom carriages, and reset the spindle and bobbin gears.

Every two or three years the frame should be gone over as follows: Have them leveled and line plumbed, spindles and bolster rails lined and the spindles lined and made to work freely. Let the carriage down on the bobbins and slip all the lifter pinions out of gear with the lifter racks and take the lifter shaft out of gear at the head end of the frame and line all the bearings so that the shafts will turn freely with the hand. Balance the flyers and straighten the spindles. Renew all badly worn parts, line the top and bottom cones. Look over the bobbin and spindle shaft couplings and get them all in good shape. Go over all the gears and put them in good condition.

Oiling.

Bearing grease must be put in all the bobbin and spindle shafts, and

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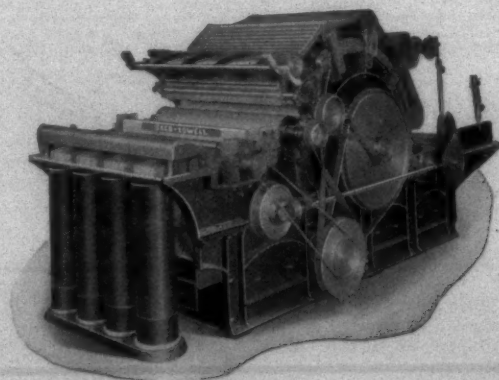
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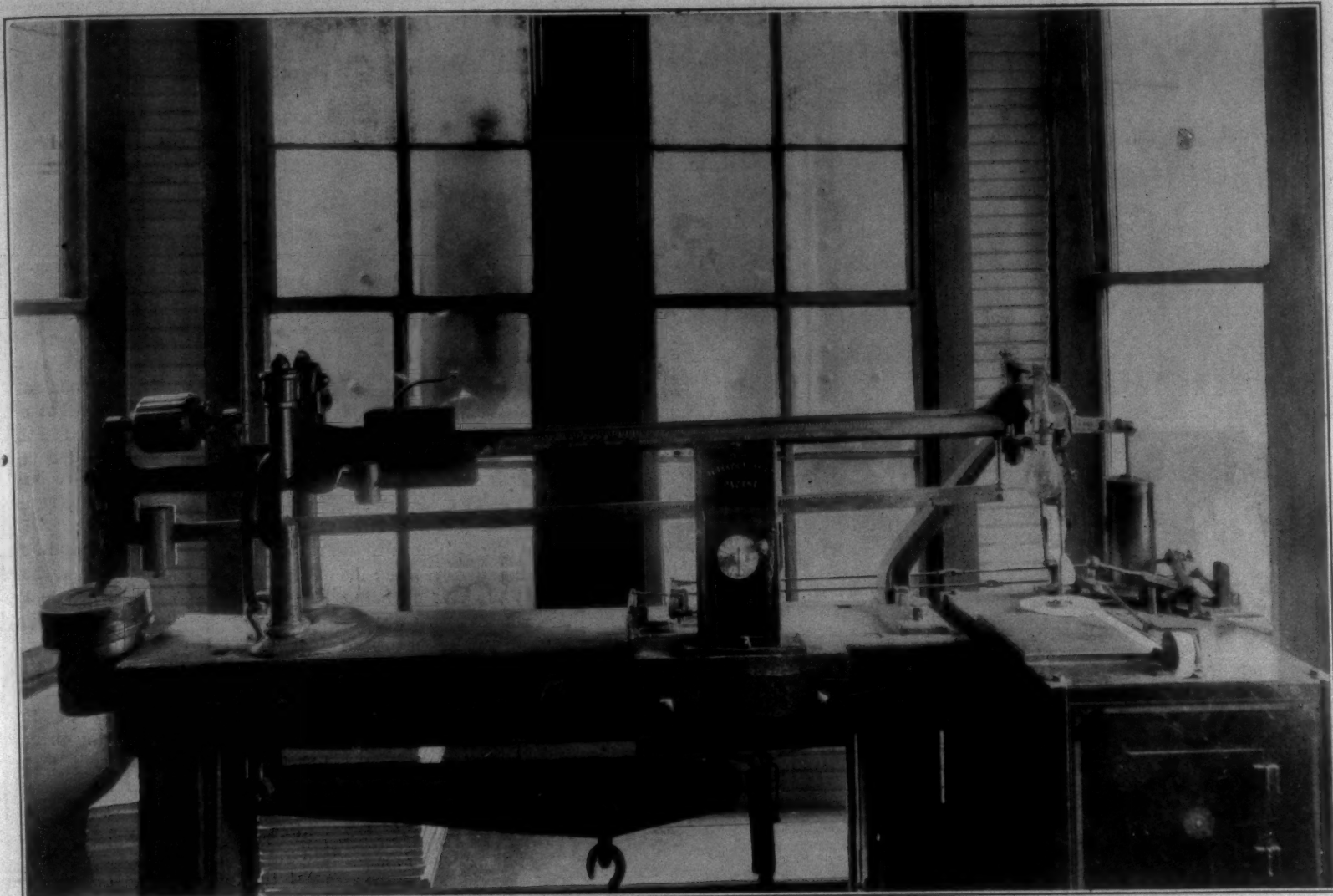
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This photograph shows an interior view of one of the Scale Houses of the Clinchfield Railroad. A car of coal is passing over the track of the platform outside. When the fourth pair of wheels pass onto the platform an automatic trip throws the scales into action and the weight is automatically registered and recorded in typewritten figures on the revolving roll of paper and the car passes on down the siding and takes its position in the train

that is being made up. The human element of error is thus entirely eliminated and the weighing of coal is rendered mechanically accurate. The scales are tested periodically by a scale test car of known weight, the automatic registering device is regularly inspected by the manufacturers of whom it is leased and the weighwaster is under a forfeit bond of \$5,000.00 for the faithful performance of his duties. Adv.

the steel roller stands when they are cleaned every six months.

The casing on the top and bottom carriages should be kept on where they belong, so the oil holes will be over the bobbin and spindle shaft bearings and have them oiled every week. All the slow work about the frames should be oiled on Mondays and all fast work every morning. The front roller stands should be oiled with just a drop or two every morning, and the back steel rolls and top rolls with a drop or two twice a week. If the frames are in good shape and the spindle and bolster rails in perfect line, three times a week will be often enough to oil the spindles. It is as important to oil the bobbin gears well when oiling the spindles as it is to oil the spindles themselves. Oil the steps every four weeks.

Cleaning.

There has been so much competition among the mills for good frame hands until "cleaning up" is of secondary importance with most of them as they give the frame hands as many frames as they can keep going and get the work off, letting them clean up when they can. Cleaning roving frames is very important, but a man will have to make his rules to suit conditions.

The following is the way they clean up at most mills where hands are not given too many frames. Pick the flyers and wipe off the carriage every doff. Pick clearers four times a day. Wipe out the roller beams, pick spindles, brush off the ends of the frames and the handle bars twice a day. Brush out the backs and give the gearings a very good cleaning once a day. Clean both the top and bottom rolls every day and pick out around the roller stands. Section men must go around at the different times and see that it is done right. Have the frame thoroughly inspected on Saturdays.

Calculations.

I will omit figuring the draft, twist, lay, etc., as we can get them out of the catalogues furnished by the makers of the different frames, and the frames should be geared up as nearly like they recommend them to be for the different numbers of roving, as it is possible to get them.

In changing from one number to another, the rules of proportion will give the draft gear and either of the following rules can be used to find either the twist, lay or tension divide by the square root of the gear desired. This gives the gear for either of the changes. Example: We are making 250 hank and want

to change to 300. We are now using a 38 tooth twist gear.

$$28 \times .581$$

$$= 34 + \text{gear desired.}$$

$$1.732$$

The second rule can be worked by anyone who can multiply and divide and is as follows: Multiply the gear on by the hank being made and divide by the hank desired. Add the answer to the gear that was on, and divide the sum by two. This gives the desired gear. Using the same example we have

$$38 \times 2.50 = 31 \times 38$$

$$3 \quad 2 \quad = 34 + \text{gear desired.}$$

Management of Roving Frames.

First we should run as short a draft as we can for each process to keep up with the others, for the shorter the drafts are, the better the work will run.

Run with the least amount of twist that the frames will run with without the ends breaking off at the fingers or the roving breaking back in the creels.

Have the cone gears the right size so that cone belts will be back even with the ends of the cones at the beginning of each set, and not up gears. The first rule is, Find the square root of the hank being made and the hank desired to change to.

Multiply the gear on by the square root of the hank being made and three or four inches on the cones. Each set of cones have certain diameters to correspond with the different diameters of the bobbins during each set, and if we do not start each set right it will be impossible to keep an even tension on the frames. Have a lay gear on that will lay the roving on the bobbins so that the tension will keep the same during the whole set.

Do not allow the frame hands to take up or let out on the tension, but have the second hand to go around and examine the tension on every frame about 8 A. M. and 2 P. M., and do not allow any gears changed unless he orders it done.

In changing the draft of twist or setting any other gears about the frames, set them deep enough so there will be a fraction over two-thirds of the tooth in gear and there will be no gears stripped and very few worn out.

Have the section men examine the top rollers every two weeks and take out all rollers that need recovering.

If fan cloths are allowed have the frame hands use them six or eight times a day, so there will not

(Continued on Page 16.)

SOUTHERN TEXTILE BULLETIN

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THURSDAY, DECEMBER 4

Directory Blanks.

We have begun the collection of data for the Jan. 1st, 1914, edition of Clark's Directory of Southern Cotton Mills and have mailed blanks to every mill in the South.

Previous experience has shown that about eighty per cent of these blanks will be filled in and returned promptly while it will require hard work from now until Jan. 1st to obtain the data for the remaining 20 per cent.

We have, by reason of the increasing demand, entirely exhausted the cloth bound edition of the Aug. 1st, 1913, Directory, and have on hand several orders that we can not fill. We are therefore especially desire to issue the new edition promptly on Jan 1st, 1914, and if the mills will return the blanks promptly it will be a great accommodation to us.

Clark's Directory of Southern Cotton Mills is growing in popularity because it is not only convenient in form, but has been found accurate and reliable and we expect to maintain its future editions to the standard that we have set.

Traveling Men and the Southern Textile Association.

At the meeting of the Southern Textile Association at the Isle of Palms, S. C., last June a considerable controversy arose over the proposed adoption of a new set of by-laws, but it was finally decided to postpone action and the debate upon the matter was eliminated from the record.

During the meeting at Atlanta, Nov. 21st and 22nd, our editor was surprised to find that there had been considerable misunderstanding of the position he took at the Isle of Palms meeting. Reports had been circulated to the effect that he opposed admitting traveling men to membership in the Association and some had even gone so far as to say that he opposed even admitting them to the convention hall.

The Isle of Palms meeting was held in an open pavillion with people walking the corridors on all four sides and we know that the noise was so great that it was difficult to understand what was said at the meeting, but we fail to see how anyone who listened at all could have interpreted Mr. Clark's

remarks to have been along the lines above stated.

The official records of the Greensboro meeting, which was the annual meeting prior to the Isle of Palms meeting, show that just before the election of officers Mr. Clark made the following motion which was passed:

"Mr. David Clark: Before we prepare the ballots I think there is one matter that should be straightened out. There seems to be some misunderstanding about who is entitled to vote in this election. I move that every superintendent, overseer and master mechanic, if he is a member of this organization, even though he has changed his position, and is now traveling salesman, or doing work of that kind, be entitled to vote."

No man of ordinary intelligence could construe this as evidence that Mr. Clark wished to eliminate traveling men from the Southern Textile Association and yet when he made a fight at the Isle of Palms meeting to retain this very provision in the by-laws he has been accused of wishing to keep the traveling men from even entering the halls.

We make this explanation simply for the purpose of keeping the record straight and not because of fear of any bad results from the false reports.

Mr. Clark was in the cotton manufacturing business for eight years prior to entering the field of journalism and most of the traveling men who cover the textile industry were his personal friends long before he became an editor.

We have been unable to locate any traveling man who misunderstood Mr. Clark's position at the Isle of Palms meeting, but knowing from what our mill friends said that there were some such, we thought a statement of facts would be in order.

Cotton Exchange Amendments.

Many times in the last few years we have made the statement that two changes and only two were necessary to place the New York Cotton Exchange contract upon an honest basis.

(1) Cut out all grades below strict low middling.

(2) Make two or more points in the South delivery points upon New York contracts with the sellers privilege of delivery to or from those points.

We are glad to see that the New York Cotton Exchange is now considering the last suggestion and we are fully convinced that the first will be forced upon them by Congressional legislation.

New York Cotton Exchange Committee to consider the extension of the warehouse system of the Exchange to Southern cities reported recently in favor of such a plan.

The report of the committee says: "The New York Cotton Exchange has had for the last twenty years a very complete system of examining, certificating and guaranteeing the grades of cotton, making it safe and available on the contracts for future delivery and eliminating disagreements between buyer and seller as to the grades and value. The difficulty, however, has been increasing because of our constantly enlarging cotton crops, so that one place alone can hardly get a big enough stock of cotton for the needs of the also increasing business in contracts for its future delivery.

"It seems, therefore, a sound business proposition, and just to both buyer and seller, not to add to the cost of the cotton the requirements that all bales intended for delivery on contracts must be shipped to New York for certification and delivery there. A solution of this problem is proposed on the principle of extending this well tested system to warehouses in Southern cities which offer the necessary facilities of size, safety and availability.

"If this plan can be carried out, and there is not much doubt but that all difficulties can be met and overcome, it will prove a great boon to the whole cotton trade. It will prevent corners and manipulations of the market, and it will give the owners of the cotton a reliable guarantee of the grades, thus making it more salable to mills at home and also for export to any part of the world. It will also make cotton one of the safest collaterals in the world to loan money upon, because the bank or banker will know by the warehouse receipt and the guarantee of trade that the cotton is safely stored in an approved warehouse and what is market value it."

Will Retain Commercial Agent Ralph M. Odell.

Mr. David Clark, Editor,
Southern Textile Bulletin,
Charlotte, N. C.

Dear Mr. Clark:

The Secretary of Commerce has referred to me your letter of the 18th instant in regard to Mr. Odell, and I am sure that you will be pleased to learn that it is unlikely that the Department will terminate Mr. Odell's services, although he is to return to this country about the middle of December.

Mr. Odell was appointed under my own recommendation, and I have a high regard for his efficient service.

Yours very sincerely,
A. H. Baldwin,
Chief of Bureau.

PERSONAL NEWS

M. H. Epps is now manager of the Walterboro (S. C.) Cotton Mill.

G. W. DeLaPeiriere has resigned as president of the Winder (Ga.) Cotton Mill.

T. J. McLemore has resigned as secretary of the Home Cotton Mills, St. Louis, Mo.

H. H. Allen has accepted the position of secretary of the Home Cotton Mills, St. Louis, Mo.

J. H. Hicks has resigned as president of the Highland City Mills, Talladega, Ala.

C. W. Stringer has been elected president of the Highland City Mills, Talladega, Ala.

W. A. Murray has become overseer of finishing at the White Oak Mills, Greensboro, N. C.

E. L. Buchanan of Caroleen, N. C., has accepted a position with the Shelby (N. C.) Cotton Mills.

W. S. Ladd, of Glendale, S. C., has accepted a position at the Cherokee Falls (S. C.) Mfg. Co.

James Campbell has accepted the position of superintendent of the Wadesboro (N. C.) Mills.

J. J. Huffstickler has resigned as superintendent of the Wadesboro (N. C.) Cotton Mills.

W. S. Clark has been promoted to second hand in weave room No. 1 at the Rosemary (N. C.) Mfg. Co.

John Barfield has resigned as overseer of carding at the Kinston (N. C.) Mills.

J. A. Abenethy, president of the Wampum Mills, Lincolnton, N. C., has been on a business trip to New York.

Paul P. Murphy, superintendent of the Peerless Mill, Lincolnton, N. C., will be married this week to Miss Virginia Robinson, of Lowell.

T. M. Lumley has resigned as superintendent of Marlboro Mill No. 3, McColl, S. C., to become overseer of spinning at the Hannah Pickett Mills, Rockingham, N. C.

H. F. Kolwes has resigned as secretary of the South Texas Cotton Mills, Brenham, Texas.

Walter Cox has accepted a position as bookkeeper with the Belton (S. C.) Mills.

J. S. Carr, president of the Durham (N. C.) Hosiery Mills, was in New York on business last week.

F. S. Wilcox is now superintendent of the Excelsior Knitting Mills, Union, S. C.

T. A. Maynard has been elected president of the Winder (Ga.) Cotton Mill.

Z. N. Epps, of Tarboro, N. C., is now overseer of carding at the Fountain Mills, of that place.

N. C. Richardson will be superintendent of the reorganized Social Circle (Ga.) Cotton Mill Co.

D. L. Clary has been promoted from second hand to overseer of spinning at the Capital City Mills, Columbia, S. C.

Wm. C. Ryckman has returned to his former position as superintendent of the Lane Cotton Mills, New Orleans, La.

W. B. Varndore has been promoted from second hand to overseer of carding at the P. H. Hanes Knitting Co., Winston-Salem, N. C.

W. B. Bridges, of Charlotte, N. C., has accepted the position of overseer of carding at the Thrift Mfg. Co., Paw Creek, N. C.

H. P. Meikleham, agent of the Massachusetts Mills, Lindale, Ga., has returned from a business trip to Boston, Mass.

Jos. Hammett, who has been for 18 years with the Clifton (S. C.) Mfg. Co., has accepted a position with the Spartan Mills, Spartanburg, S. C.

S. V. Upchurch has resigned as superintendent of the Alpine Mills, Morganton, N. C., to become connected with a new hosiery yarn mill, which is to be built at Valdese, N. C. Kings Mountain, N. C.

CARDS,
DRAWING,

COTTON
MILL MACHINERY

SPINNING
FRAMES,

MASON MACHINE WORKS

TAUNTON, MASS.

EDWIN HOWARD, Southern Agent
Greenville, S. C.

COMBERS,
LAP MACHINES.

MULES,
LOOMS.

Thos. Kensilla has resigned as treasurer of the Hamilton Carhartt Mills, Rock Hill, S. C.

Ben Parker has resigned as section hand at the Louise Mills, Charlotte, N. C., to accept a position at Kannapolis, N. C.

G. A. Lipe, superintendent of the Linn Mills, Landis, N. C., will also be superintendent of the Corriher Mills of that place.

J. W. Moore, overseer of carding and spinning at the Capital City Mill, Columbia, S. C., has resigned the spinning.

E. L. Goble of China Grove, N. C., has accepted the position of overseer of carding at the Valley Creek Cotton Mills, Selma, Ala.

W. M. Johnson is now superintendent of the cotton department of the Atlanta Woolen Mills, Atlanta, Ga.

Hamilton Carhartt, Jr., has accepted the position of treasurer of the Hamilton Carhartt Mills, Rock Hill, S. C.

W. T. Bryan, treasurer of the Southern Mfg. Co., Athens, Ga., has been elected president of that corporation.

A. F. Hedgepath has resigned his position at Newry, S. C., to become overseer of carding at the Arkwright (S. C.) Mills.

W. H. Williams has resigned as loom fixer at the Erwin Mills, West Durham, N. C., and is now second hand in the weave room at East Durham, N. C.

Major Davis has resigned his position at the Loray Mill, Gastonia, N. C., to become overseer of the cloth room at the Bonnie Mills, which is to be built at Valdese, N. C. Kings Mountain, N. C.

Henry Whitman has resigned as second hand in carding at the Clinton (S. C.) Mills, to become overseer of carding at the Panola Mills, Greenwood, S. C.

W. L. Robinson, who recently underwent an operation at the Whitehead-Stokes Sanatorium, resumed his work as superintendent of the Cannon Mills, Concord, N. C.

W. P. Wallace will be president of the Social Circle (Ga.) Cotton Mills. A. H. Hodgson has resigned as superintendent of the Southern Mfg. Co., Athens, Ga.

W. A. Marshall, superintendent of the Massachusetts Mills, Lindale, Ga., has returned from a two weeks trip to Washington, D. C., and other points.

B. R. Jones has resigned as overseer of spinning at the Dacotah Mills, Lexington, N. C., and accepted position as second hand in spinning at the Dan River Mills, Danville, Va.

R. G. Vardamore, who has been overhauling at the Fulton Bag and Cotton Mills, Atlanta, Ga., is now overseer of spinning at the Panola Mills, Greenwood, S. C.

A. O. Norris has resigned as overseer of carding at the P. H. Hanes Knitting Co., Winston-Salem, N. C., to accept a similar position with the new Cabarrus Mill, Concord, N. C.

OVERFLOW PERSONALS PAGE 16.

J. W. Moore Dead.

J. W. Moore, of Spencer Mountain, N. C., died suddenly at his home last week. For a number of years he had been outside overseer at the Spencer Mountain Mills. He was also a director in the mill company.



Cramer System of Air Conditioning

WITH OR WITHOUT

Automatic Regulation of Humidity and Temperature

Moderate in Cost

Cheap to Operate

Yields Big Returns

STUART W. CRAMER

CHARLOTTE,

NORTH CAROLINA

MILL NEWS ITEMS OF INTEREST

Sequatchie, Tenn.—It is reported that R. C. Aycock, of South Pittsburg, Tenn., will build a branch hosiery mill at this place.

West Point, Miss.—The name of the Lorraine Cotton Mills has been changed to The Cardinal Mills Co. C. E. Wilkins is president and J. R. French, secretary and treasurer.

Weldon, N. C.—The Weldon Cotton Mfg. Co. are considering the installation of ring spinning in the place of their mule spinning.

Camden, S. C.—At a meeting of the stockholders of the Hermitage Cotton Mills, held last week, Dr. John W. Corbett was elected as a member of the board of directors.

Florence, Ala.—The Ashcraft Cotton Mills will erect an addition to be 75x40 feet. They will install new machinery, costing about \$20,000.

Valdese, N. C.—A 2,500 spindle hosiery yarn mill will be built at this place to supply yarns to the knitting mills here. S. V. Upchurch of Morganton, N. C., is among those interested.

McComb City, Miss.—It is reported that the Delta Cotton Mills will discontinue operations. They are running the stock out of their machinery, and it is thought the plant will be closed within a short time. The reason for discontinuing operations and what disposal of the plant will be made, has not been announced.

Social Circle, Ga.—The Social Circle Cotton Mills, recently sold at bankruptcy sale, as noted, will be reorganized and incorporated as the Social Circle Cotton Mill Co. N. C. Richardson will be superintendent, W. P. Wallace, of Rutledge, Ga., will be president of the company. The present plant has 10,000 spindles and 350 looms, and it is expected that the newly formed company will enlarge and improve the mill.

Landis, N. C.—The Corriher Mills have been organized with C. J. Deal, president, L. A. Corriher secretary and treasurer and G. A. Lipe superintendent. The capital stock is \$50,000 and 4,000 spindles will, as previously mentioned, be installed in the building, which was erected in 1908.

Belton, S. C.—Notice has been posted in the Belton Mills to the effect that beginning Friday, December 5, the pay roll for the employees will be made up and distributed weekly. This is a radical departure from the present system of the mill, but is expected to benefit the mill and will be heartily approved by the operatives. An additional bookkeeper will be required in the office and Walter Cox has been given the position.

Greensboro, N. C.—The new Proximity Print Works are about complete and will be put into operation at an early date.

The addition that will double the capacity of the Revolution Cotton Mills will soon be under way and rushed to a rapid completion. The Messrs. Cone say that the rumor that they will increase the plant at White Oak in the near future is unfounded.

Fayetteville, N. C.—Dwight Ashley, who was president of the former Ashley-Bailey Co., has purchased the two silk mills here, which were sold at auction on October 21st to Melvin G. Pellicer, of New York, for \$23,000. The purchase price was not given out. The mills stopped operations on November 14th, but Mr. Ashley, according to a letter to his superintendent, C. B. McBen-nett, will have the mills at work again at once.

Gaffney, S. C.—The stockholders of the Gaffney Manufacturing Company held a meeting in Gaffney Tuesday of last week which was principally distinguished by reason of the re-election of Alfred Moore of Wellford as president and treasurer of the company. Quite a number of prominent business men from various parts of the state were in attendance for the meeting.

Greensboro, N. C.—Judge Boyd in the Federal Court signed a judgment awarding the Hunter Manufacturing & Commission Co. \$44,000 in its suit against the Ocean Accident and Guarantee Co., to recover losses growing out of the failure of the cotton mills at Randleman several years ago. The insurance company became liable for the losses on account of credit insurance. The Hunter Manufacturing Co. received practically the full amount it claimed.

Newbern, N. C.—It now looks as if the stock for the proposed cotton mill at this place will all be subscribed within a few more weeks. Subscriptions are coming in readily and it is thought that the company will be organized at an early date. About \$70,000 in subscriptions for stock are needed before the mill is assured.

Pelzer, S. C.—Sixty-seven bales of cotton were burned over at the Pelzer Mfg. Co. Sunday, but none of the cotton was very seriously damaged. The fire was held in check by the automatic sprinklers, and was finally put out altogether. It is not known how the fire started. It was in the mill and insured.

Anderson, S. C.—The Gallivan Construction Co., which has the contract for enlarging the Cox Mills, expects to begin work as soon as the materials arrive. A large amount of work is to be done at the mill, including the building of an addition at each end, the erection of several houses for employees, repainting the mill, and houses, inside and out. The whole work planned, including the installation of new machinery for the manufacture of duck, will cost in the neighborhood of \$175,000.

Baltimore, Md.—The dull season is showing itself among the mills here. Three of the mills of the Mount Vernon, Woodberry Cotton Duck Co., will hereafter be closed every Saturday. This order affects the Mount Vernon, Clipper and Druid Mills. The mills took the usual Thanksgiving holiday and the Meadow Park and Woodberry mills were closed Friday and Saturday also. No hands will be laid off.

Norfolk, Va.—The Worden Manufacturers of men's trousers, Salem, Va., have started a branch plant here on the second and third floors of the Groner Building, with an operating force of about 200 hands. The local branch has been placed in charge of J. H. Tailaferro as general manager. The factory has an equipment of about 150 machines.

Charlotte, N. C.—The Mecklenburg Mills have brought suit in the Superior Court against the Norfolk and Southern Railway Co. The amount involved is between \$50,000 and \$125,000 and the case is in the nature of condemnation proceedings by the railroad of land belonging to the mill company. Last spring when the Norfolk and Southern was laying its tracks into Charlotte, and condemning property, the road passed near the Mecklenburg Mill, condemning a part of the mill's land. The railroad engineers and the mill owners were unable to agree on a price, and the matter was referred to the clerk of court. A jury of three men was appointed by the clerk, and after they investigated,

Cotton Mills For Sale

Under the authority of an order of the referee in bankruptcy before whom is pending the matter of Worth Manufacturing Company, Bankrupt, the undersigned will on the premises of the bankrupt at Worthville, N. C., at 11:00 o'clock of the morning of the 9th day of December, 1913, offer for sale free from liens at public auction to the highest bidder for cash property of the bankrupt as follows:

The mill site of the mill known as Mill No. 1 of the bankrupt at Worthville, N. C., containing about seventy-five acres, together with the mill buildings, fifty-seven tenement houses and all other structures thereon, as also the water power and all machinery and all stock in process in said mill.

The mill site of the mill known as Mill No. 2 of the bankrupt at Central Falls, N. C., containing about seventy-five acres, together with the mill buildings, fifty-six tenement houses and all other structures thereon, as also the water power and all machinery and stock in process in said mill. In addition to the foregoing the undersigned will sell at 2:00 o'clock of the afternoon of said day at Randleman, N. C., a number of lots lying in said town in accordance with a plat thereof heretofore made which may be seen by applying with the undersigned or to Mr. J. A. Withers, Worthville, N. C. or the Randleman Bargain House, at Randleman, N. C. This sale will be one-third cash, one-third in three and the remaining third in six months.

For exact terms and a full description interested parties are directed to examine the issues of The Courier of Asheboro, N. C., of November 13, November 20, November 2 and December 4, 1913, or to correspond with or interview the undersigned trustees.

The foregoing is not intended as legal notice of the sale aforesaid, but merely to engage the attention of interested parties or corporations.

J. Elwood Cox, High Point, N. C.

J. W. Fry, Greensboro, N. C.

H. M. Robins, Asheboro, N. C.,

Trustees.

Thursday, December 4, 1913.

they awarded damages of \$12,500 to the mill. This was refused by the mill people, and they appealed from the decision of the condemnation jury to the Superior Court.

After a trial which lasted several days, and jury, after being out for six hours, returned a verdict which awards the Mecklenburg Mills damages to the amount of \$20,000.

Wendell, N. C.—The capital stock of the Wendell Hosiery Mills will be doubled, making it \$40,000 and the company will add 50 knitting machines. They are also building several additional houses in their village.

Lindale, Ga.—A tube in one of the boilers of the Massachusetts Mills blew out Saturday morning early, but the mechanical department did quick work in repairing the breakdown, and the mills lost only 30 minutes.

Jacksonville, Ala.—According to a local dispatch, the Profile Cotton Mills, which have been involved in a legal battle for some time with the Calhoun Water Co., of Anniston, as reported, resumed operations under a temporary injunction granted by Judge Thomas W. Coleman, Jr., of the Anniston City Court, restraining the water company from disconnecting the water which supplies the mill.

The attorney for the water company are preparing an answer to the petition filed and granted by the attorneys for the mill company, asking that the restraining order be granted. This answer will be submitted to Judge Thomas W. Coleman. It is understood that in the event the restraining order is set aside it will be necessary for the mill to again cease operations.

Greenville, S. C.—For the destruction of his crop in the year 1911 as a result of work done by the Westervelt Mills, and G. B. Thurston, a verdict of \$4,000 damages was given to H. W. Cely, who sued the mills and Thurston for \$5,000 damages.

In his complaint, Cely alleged that in the latter part of 1910 he entered into negotiations with Thurston for the lease by Thurston to him of a tract of land on which is now located the Westervelt Mill; that he had made preparations for the cultivation of a crop on the land when it was taken from him by the Westervelt Mills and excavated for the erection of the mill buildings, thereby destroying the prospects of his crop. Because of this fact he asked damages to the amount of \$5,000, but was awarded \$400.

Greenville, S. C.—In the court of common pleas, the sealed verdict which had been agreed upon by the jury charged with the suit of Spartan D. Mostellar against the

SOUTHERN TEXTILE BULLETIN

21



Solves the Moisture Problem

When you buy raw Cotton, Wool, and other fibres you also buy enough water to depreciate your profits—if you do not put the water back into your finished product.

If you have not the correct humidity in your plant for the material you handle—it will lose its moisture.

And you will lose the weight you paid for.

The Turbo-Humidifier puts back the moisture—giving the finished material its natural weight and saving your profits.

The Turbo delivers pure "pulverized water" into the atmosphere of your different departments. It insures in all seasons the right degree of humidity for any condition or material.

It will cost you only a red stamp to get proof of these fact claims. Ask for the proof.

THE G. M. PARKS CO.

FITCHBURG, MASS.

Southern Office, Commercial Bldg., Charlotte, N. C.

J. S. COTHRAN, Manager

Appalache Cotton Mill for \$15,000 alleged damages, was opened and read by Judge Rice. The verdict of the jury was that the plaintiff was entitled to \$2,500 damages. Dissatisfied with the amount of the verdict, Mostellar through his attorneys, immediately made a motion for a new trial, which motion will in all probability be argued during the present term of the court of common pleas.

The suit of Mostellar versus the Appalache Cotton Mills was brought to recover \$15,000 damages alleged to have been done to a piece of the plaintiff's property by the overflow of water from a mill dam that was constructed for and used by the defendant company.

Graniteville, S. C.—Four thousand additional shares of stock will be issued, the capital will be increased from \$600,000 to \$1,000,000 and certain extensive improvements and enlargements will be made to the mills of the Graniteville Manufacturing Company.

That is a summary of action at a special meeting of the company—at which a large majority of the stock was represented—to vote upon the issuance of 4,000 additional shares of stock to bring the capital up to \$1,000,000, and to make certain enlargements and improvements.

The plans as recently outlined by the directors to the stockholders, were unanimously indorsed and the directors were authorized to proceed therewith.

The new stock issue will be made January 1, 1914.

After the meeting adjourned the stockholders went all over the property and subsequently had a delightful dinner at the hotel.

It is the purpose of the company, of which Tracy I. Hickman is president, to add 700 automatic looms to the Graniteville mill plant, which will make it among the largest plants in South Carolina; with nearly 70,000 spindles and more than 2,500 looms. In addition to this the No. 2 mill, known as the Vaclauss Mill, will be made double its present capacity.

It has been stated by the management that this last named mill makes a certain style of goods that as wonderfully popular all over the South, and that owing to the large increase in their business in this direction, the doubling of the capacity of this mill is almost a necessity.

The Graniteville Manufacturing Company has now three plants, operating 57,000 spindles and 1,700 looms, all entirely modern, except the looms in the Graniteville Mill No. 1.

Autun S. C.—The Pendleton Mfg. Co., has through the Department of Agriculture, Washington, D. C., made a bid on a car load of hop twine for the hop growers of California.

CAN YOU GET SEASONED PICKERS Quickly?

Rawhide loom pickers which are thoroughly seasoned are much more durable than those just made. Our rawhide loom pickers not only possess all the advantages to be derived from the best hide and finished workmanship, but orders for all standard styles and sizes are always promptly filled with thoroughly seasoned pickers.

GARLAND MFG CO
Saco, Maine



AMERICAN MOISTENING COMPANY

BOSTON, MASSACHUSETTS

WILLIAM FIRTH, President

FRANK B. COMINS, Vice-Pres. & Treas.

THE ONLY PERFECT SYSTEM OF AIR MOISTENING
COMINS SECTIONAL HUMIDIFIER

JOHN HILL Southern Representative, Third Nat. Bank Building, ATLANTA, GEORGIA

Cotton Goods Report

New York.—The gray goods end of the cotton goods market was not very active last week. The Thanksgiving holiday had its effect upon the market and sales were small, both on the staple and fine goods cloths. Converters are buying very little goods and show little tendency to operate on a large scale, in spite of the fact that prices on contracts a large scale, in spite of the fact that prices on contracts have eased off somewhat.

Last week commission merchants and selling agents of well known lines of Southern cotton goods received some additional forward orders with the opening up of the market after the holiday. Staple and bleached goods were asked for in some quarters, with deliveries running through February and March. There were a number of requests for goods that are still due on old orders, but most of the mills are not in a position to hasten to any extent their deliveries on old orders.

There was more talk in the market regarding resales of Red Sea goods which were reported earlier at 1-4 to 1-8 cents on the market. While resales have been made it is claimed that they are not large. The goods cannot be replaced at the resale prices named and the owners of the goods which were placed on contract some time ago are aware of the fact. Some mills are using more pressure to secure forward contracts and the prices named in some instances were said to be lower.

In a good many cases retailers are asking for immediate deliveries of staple lines which are still due on old orders. New business was reported in some quarters especially on novelty cotton wash fabrics for next spring.

Thirty-eight and one-half inch, 64x60s, 5.35 have sold at 5 1-4 cents and 5 3-8 cents was the asking price. Thirty-nine inch, 68x72s, 4.75 spot are quoted at 6 1-8 cents and these same goods can be secured still on contract at six cents. The market for narrow print cloths continues dull with prices easier, 28 inch, 64x60s, 7.30 sold during the week at 3 5-8 cents as against 3 11-16 cents of a week ago, 27 inch 64x60s, 7.60 sold at 3 7-16 cents as against an asking price of 3 9-10 cents a week ago.

Trading was dull in the print cloth market last week, although prices have been generally steady.

The total sales are estimated at about 75,000 pieces, about a third being spots.

The holiday caused a break in the trading and consequently kept the sales down. However, conditions were about the same as have prevailed for a month past, with buyers generally indifferent. Goods were purchased only to cover immediate needs and few contracts were placed. There have been a few contracts placed to extend into March. There was no demand for the narrow goods, and medium odds

were offered at slight concessions. Prices are holding steady, as a rule, on the standard wide goods.

Mills are now beginning to accumulate considerable goods, largely narrow style, which have not been in demand for weeks because of the underselling of the Southern mills. Sales for a single week have not exceeded the product for quite a spell, but this is not causing the treasurers of print cloth mills any uneasiness. They realize that the converters are sticking to the hand-to-mouth policy, with the trade carrying only the stock that is needed, and buyers are expected back in the market within a short time. Manufacturers seem to feel that present prices must be maintained if any margin of profit is to be shown and they are holding pretty steady, notwithstanding the quiet trading of the last few weeks.

Prices in New York were as follows:

Prt clths, 28-in std 4	—
28-in., 64x60s ... 3 3-4	—
4-yard, 80x80s ... 7 3-9	—
Gray goods, 39-in. 68	
x72 ... 6	to 6 1-4
38 1-2 in. std ... 5 1-2	to 5 5-8
Brown drills, std ... 8 1-4	—
Sheetings, southern	
std ... 8 1-4	—
3-yard ... 7 3-4	—
4-yard, 56x60s ... 6 3-8	6 1-2
4-yard, 48x48s ... 6 1-4	—
4 1-2-yard 44x44s 5 3-8	5 1-2
5-yard 48x52s ... 5	5 1-2
5-yard 48x52s ... 5	5 1-8
Denims, 9-ounce ... 14 1-2	17
Stark, 8-oz., duck ... 14	—
Hartford, 11-oz., 40-	
in., duck ... 16 1-2	—
Ticking, 8-ounce ... 14	—
Standard, fly print 5 1-4	—
Standard, gingham 6 1-2	—
Fine dress gingham 8	9 3-4
Kid finished cambries 4 3-4	4 7-8

Weekly Visible Supply American Cotton.

Nov. 28, 1913	4,075,940
Previous week	3,890,502
Same date last year	4,667,516

Weekly Cotton Statistics.

New York, Nov. 28.—The following statistics on the movement of cotton for the week ending Friday, November 28, were compiled by the New York Cotton Exchange:

WEEKLY MOVEMENT.	
Port receipts	420,288
Overland mills and Canada	46,446
Southern mill takings (est.)	105,000
Gain of stock at interior towns	76,662

Br't into sight for week.. 648,496

TOTAL CROP MOVEMENT.

Port receipts	5,296,341
Overland mills and Canada	290,569
Southern mill takings (est.)	980,000
Stock at interior towns in excess of Sept. 1	617,304

Br't in sight for season....7,184,214

GRINNELL WILLIS & COMPANY

44-46 Leonard Street, New York

SELLING AGENTS

BROWN AND BLEACHED COTTON GOODS FOR HOME EXPORT MARKETS

RICHARD A. BLYTHE

(INCORPORATED)

Cotton Yarns Mercerized and Natural

ALL NUMBERS

505-506 Mariner and Merchant Building

PHILADELPHIA, PA.

The Desirability of the South

as the place to manufacture cotton goods is illustrated in the increase of 67% quoted by census department. We can offer attractive situations for those desiring to enter this field.

J. A. PRIDE

General Industrial Agent, Seaboard Air Line Railway

NORFOLK, VIRGINIA.

If "Mill Seconds" Mean Loss to You---

There's a lubricant which will not work from roll necks onto the flutes or rolls; will not spatter from comb-boxes over card clothing and drawing cans; will not run off any bearing like fluid oil—



offers many other improvements over fluid oils. will do every thing the best of fluid oils do except drip and spatter.

Do you suffer annoyance from stained yarns? We pay all the expense of a test. Mention on a card where you would like to prove NON-FLUID OIL.

ADDRESS DEPT. H.

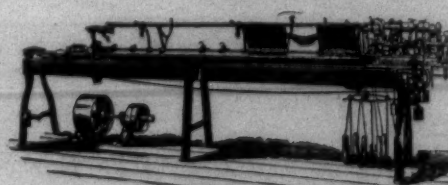
New York & New Jersey Lubricant Co.
165 Broadway, NEW YORK

IMPROVED INMAN AUTOMATIC BANDING MACHINES

MANUFACTURED BY

COLE BROTHERS

PAWTUCKET, R. I.



The only automatic machine in the world for making loop bands for spinning frames. Superior quality of bands without any cost of making. All bands exactly alike and no stretch of bands after they are put on. Saves child labor.

Also Beaming Machine to beam on to slasher beams.

The Yarn Market

Philadelphia, Pa.—Last week business in the yarn market was generally reported quiet, as far as new business was concerned, though deliveries on old contracts were good. There were a few sales of 15,000 to 35,000 pounds, but they were made at prices lower than the average dealer could sell.

Manufacturers of carded yarn hosiery are reported to be well sold up for the season, but some of them are complaining that the business is coming in very slowly. There is no scarcity of carded yarns for knitting purposes and some of the knitters are said to have bought a great deal more yarn than they can use. When the late buyers came into the market, mills were fairly well sold up, and prices were advanced. Deliveries on contract time to the manufacturers who had overbought created an apparent scarcity for a time, and led many to believe that there was an under production.

The demand for combed yarns, both single and two-ply, is light. Buyers say that prices are too high to buy in anticipation of future needs and that the only safe policy is to buy from hand to mouth, as a lower level is bound to come before long.

Sales of single Southern combed peeler 14s to 18s were made on the basis of 26 1-2 cents for 10s. Sales of Eastern 18s combed peeler were made for 29 to 30 1-2 cents, the latter price a cent under what the same spinner quoted two weeks ago. Sales of 36-2 Southern frame spun combed peeler cones were made for 37 and 38 cents; 40-2 combed peeler cones sold for 39 cents, 50-2 combed cones, 43 1-2 and 44 cents; 60-2 combed peeler cones, 52 cents.

The demand for mercerized yarns shows no signs of improvement and some of the dealers are of the opinion that the days of big business in mercerized yarns are a thing of the past. Artificial silk and silk are being substituted.

Southern Single Skeins.

4s to 8s	20	—20 1-2
10s	21	—21 1-2
12s	22	—
14s	22 1-2	—
16s	23	—23 1-2
20s	24 1-2	—
26s	26	—
30s	26	—
30s	27 1-2	—

Southern Two-Ply Skeins:

8s	19 1-2—20	—
10s	21	—21 1-2
12s	22	—
14s	22 1-2—23	—
16s	22	—23
20s	24 1-2	—
24s	25 1-2—26	—
26s	26	—26 1-2
30s	27 1-2	—
40s	33 1-2—34	—
50s	38	—
60s	48	—49

Carpets and Upholstery Yarn in Skeins:

9-4 slack	21 1-2	—
8-4 slack	21 1-2—22	—
8-3-4 hard twist	19 1-2	—

Southern Single Warps:

8s	21 1-2	—
10s	21 1-2—22	—
12s	22	—22 1-2
14s	22 1-4—22	—
14s	22 1-2—23	—
16s	23	—23 1-2
20s	24 1-2	—
24s	26	—
26s	26 1-2	—
30s	27 1-2	—
40s	33	—

Southern Two-Ply Warps:

8s	21 1-2	—
10s	22	—
12s	22 1-2	—
14s	23	—
16s	23 1-2	—
20s	23 1-2	—
20s	24 1-2	—
24s	26	—
26s	25 1-2—26	—
30s	27 1-2	—
40s	33	—33 1-2

Southern Frame Spun Yarn on Cones

8s	21 1-2	—
10s	22	—
12s	22 1-2	—
14s	23	—
16s	23 1-2	—
18s	24	—
20s	24 1-2	—
22s	25	—
24s	25 1-2—26	—
26s	26	—26 1-2
30s	28	—

Two-Ply Carded Peeler in Skeins:

20s	26	—
22s	26 1-2	—
24s	27	—
26s	27 1-2—28	—
30s	28 1-2—29	—
36s	33 1-2	—
40s	34	—34 1-2
50s	38	—39
60s	49	—

Single Combed Peeler Skeins:

20s	30 1-2—31	—
24s	33 1-2—34	—
30s	35 1-2—36	—
40s	41	—41 1-2
50s	46 1-2—47	—
60s	53	—55

Two-Ply Combed Peeler Skeins:

20s	31 1-2—32	—
24s	32 1-2—33	—
30s	36	—36 1-2
40s	42	—44
50s	41	—49
60s	52	—53
70s	58	—60
80s	68	—70

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Charlotte, N. C.

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Southern Mill Stocks, Bank Stocks
N. C. State Bonds, N. C. Railroad Stock and Other High Grade Securities

South Carolina and Georgia Mill Stocks.

	Bid	Asked
Abbeville Cot. M., S. C.	100	
Aiken Mfg. Co., S. C.	35	
Amer. Spinning Co., S. C.	154	
Anderson C. M., S. C., pf	90	
Arcadia Mills, S. C.	91	
Aragon Mills, S. C.	65	
Arkwright Mills, S. C.	100	103
Augusta Factory, Ga.	35	
Avondale Mills, Ala.	115	120
Belton Cot. Mills, S. C.	100	
Brandon Mill, S. C.	75	
Brigon Mills, S. C.	61	
Calhoun Mills, S. C.	85	
Capital Cot. Mills, S. C.	85	
Chiquola, S. C., com.	105	115
Clifton Mfg. Co., S. C.	101	
Clifton Mfg. Co., S. C., pf	100	
Clifton Cot. Mills, S. C.	125	
Courtenay Mfg. Co., S. C.	90	
Columbus Mfg. Co., Ga.	92½	
Cox Mfg. Co., S. C.	100	
D. E. Civerse Co., S. C.	85	
Dallas Mfg. Co., Ala.	100	
Darlington Mfg. Co., S. C.	65	
Drayton Mills, S. C.	30	40
Eagle & Phenix Mill, Ga.	80	90
Easley Mill, S. C.	180	
Enoree Mfg. Co., S. C.	25	50
Enoree Mfg. Co., S. C., pf	100	
Enterprise Mfg. Co., Ga.	65	70
Exposition Mill, Ga.	150	
Fairfield C. Mills, S. C.	70	
Gaffney Mfg. Co., S. C.	62½	
Gainesville C. M. Co., c'm	75	
Glennwood Mills, S. C.	141	
Glenn-Lowry Mfg. Co., S. C.	101	
Glenn-Lowry Mfg. Co., S. C., preferred	86	
Gloucester Mills, S. C.	80	
Granby Cot. Mills, S. C.		
Granby C. M., S. C., pf		
Graniteville Mfg. Co., S. C.	140	145
Grendel Mill, S. C.	100	
Hamrick Mills, S. C.	102	
Hartsville C. M., S. C. N	170	
Inman Mills, S. C.	105	
Inman Mills, S. C., pf	100	
Jackson Mills, S. C.	90	
King, John P. Mfg. Co., Ga.	80	86
Lancaster C. Mills, S. C.	130	
Lancaster C. M., S. C., pf	97	
Langley Mfg. Co., S. C.	70	75
Laurens Mill, S. C.	15	
Limestone Mill, S. C.	125	133
Lockhart	40	
Marlboro Mills, S. C.	65	75
Mills Mfg. Co., S. C.	110	
Mollohon Mfg. Co., S. C.	90	
Monaghan Mills, S. C.		
Newberry C. Mills, S. C.	135	140
Ninety-Six Mills, S. C.	135	
Norris C. Mills, S. C.	102	
Orangeburg Mfg. Co., S.		

North Carolina Mill Stocks.

	Bid	Asked
Arista		
Arlington		141
Avon		
Brown, pfd		100
Cannon		151
Cabarrus		150
Chadwick-Hoskins, pfd.		100
Chadwick-Hoskins, com		85
Chronicle		160
Cliffside		190 195
Efird, N. C.		115 121
Erwin, com		150
Erwin, pfd		102
Gibson		103½
Gray Mf. Co.		117 120
Henrietta		141
Highland Park		185
Highland Park, pfd.		102
Imperial		130
Kesler		150 165
Loray Mills, pfd.		95
Loray, com		10
Lowell		200
Majestic		150
Patterson		125
Vance		70
Washington Mills		10
Washington Mills, pfd.		100
Wiscasset		135
Olympia Mills, S. C., pfd		
Parker Cotton Mills, guaranteed	100	100&int
Parker, pfd.	40	45
Common	16	20
Orr Cotton Mills		92½
Ottaray Mills, S. C.		100
Oconee Mills, common.		100
Oconee Mills, pfd.		100 & in.
Pacolet Mfg. Co., S. C.		101
Pacolet Mfg. Co., pfd.		100 & in.
Parker Mills, pfd		40
Pelzer Mfg. Co., S. C.		135
Pickens C. Mills, S. C.		100
Piedmont Mfg. Co., S. C.		144 160
Poe F. W.) Mfg. Co., S. C.		105 115
Richland C. M., S. C., pf		
Riverside Mills, S. C.		25
Roanoke Mills, S. C.		140 160
Saxon Mill, S. C.		126
Sibley Mfg. Co., Ga.		64
Spartan Mill, S. C.		125
Tucapau Mill, S. C.		280
Toxaway Mills, S. C.		72
Union-Buffalo, 1st pfd.	35	40
Union-Buffalo Mills, S. C.		
2nd pfd.		10
Victor Mfg. Co., S. C.		
Ware Shoals Mfg. Co., S. C.		
Warren Mfg. Co., S. C.		75
Warren Mfg. Co., pfd.		100
Watts Mill, S. C.		35
Williamston Mill, S. C.		97
Woodruff C. Mills, S. C.		96
Woodside C. Mills, S. C.		

Personal Items

E. C. Little has resigned as superintendent of the Maplecroft Mills, Liberty, S. C.

J. M. Jordan is now superintendent of the Paulding County Cotton Mill, Dallas, Ga.

A. T. Morgan has resigned as secretary of the Canebrake Cotton Mills, Uniontown, Ala.

A. E. Moore, treasurer of the Leray Mills, Gastonia, is in New York, on business this week.

Frank Misenheimer of the Loray Mills, Gastonia, N. C., has accepted a position at Bessemer City, N. C.

Wm. Munford has accepted the position of secretary of the Canebrake Cotton Mills, Uniontown, Ala.

W. M. Wilson is now superintendent of the Little River Mills, Woodstock, Ga.

Geo. H. Anderson, secretary of the Maplecroft Mills, Liberty, S. C., is now acting as superintendent also.

P. B. Crouch has resigned as overseer of spinning at the John P. King Mill, Augusta, Ga.

Jas. Broadnax has accepted the position of overseer of cloth room at the Dallas (Texas) Cotton Mill.

B. J. Dobbins, general superintendent of the Henrietta (N. C.) Mills, spent Thanksgiving in Charlotte.

E. C. Holt has been elected president of the Holt-Morgan Mills, Fayetteville, N. C., to succeed the late Walter Holt.

J. D. Tice has resigned as general superintendent of the Anderson (S. C.) Cotton Mills, on account of continued ill health.

J. H. Stevens of LaGrange, Ga., has accepted the position as overseer of carding at the Albany (Ga.) Cotton Mill.

J. R. Withers, superintendent of the Flint Mill, Gastonia, N. C., has as an investment purchased a 180 acre farm near Gastonia.

M. O. Alexander, superintendent of the Woodside Mills, Greenville, S. C., has returned to his duties after a three months vacation.

Jno. S. Lockman has resigned as overseer of spinning at the Avondale Mills, Birmingham, Ala., to accept a similar position with the John P. King Mfg. Co., Augusta, Ga.

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Ad.

O. L. Ray has resigned as overseer of weaving at the Barker Mills, Mobile, Ala., to engage in the plumbing business at Mobile.

Bud Morgan of Concord, N. C., has accepted the position of overseer of weaving at the Elmira Mills, Burlington, N. C.

C. C. Brown has resigned as overseer of beaming, with the Oneida Mills, Graham, N. C., and accepted a position with the Travora Mills of the same place.

J. M. Cannon, who has been acting as superintendent of the Woodside Mills, Greenville, S. C., during the vacation of M. O. Alexander, has returned to his regular position as superintendent of the Simpsonville (S. C.) Cotton Mill.

J. T. McGregor, superintendent of the Florence Mills, Forest City, N. C., spent last Sunday in Charlotte.

T. N. Lumley has resigned as superintendent of the Johnston Mfg. Co., Charlotte, N. C.

W. C. Sykes Entertains.

Among the Thanksgiving festivities at Duke, N. C., none were more thoroughly enjoyed than the supper given by W. C. Sykes, overseer of the weaving of the Erwin Cotton Mills, to his second hands and loom fixers. Mr. Sykes in a short after dinner speech said that there were two reasons for inviting his friends to be with him for the occasion, viz.: that he was 36 years old that day and wishes to celebrate the happy anniversary, and secondly he wanted to get in closer touch with those associated with him in his department.



M. E. Stevens, LaGrange, Ga.,
Second Vice President.
Southern Textile Association.

Big Possum Supper.

Just before our editor left Charlotte for the meeting of the Southern Textile Association at Atlanta, he received an invitation to attend a big possum supper which was to be given on the night of Nov. 21st at the Thrift Mfg. Co., Paw Creek, N. C.

He regretted exceedingly that he could not be present, but is glad to learn that the occasion was an entire success.

J. Frank Sweet of the Woonsocket Machine & Press Co., was master of ceremonies, with J. D. Hollingsworth of the Potter & Johnson Machine Co., as chief cook. Among the others present were Supt. J. W. Kidd, Walter Bridges, overseer of

carding, T. W. Ingle overseer of weaving, H. H. Houston shipping clerk, A. E. Escott of the Mill News, D. B. Bloomfield of the Fales & Jenks Machine Co., J. C. Wilkinson, L. W. Kidd and John Kidd.

Number Eighteen.

(Continued from Page 9)

should be brushed out every day be enough lint to get on the roving in the creels to show up in the work, and have certain hours during the day for all to fan off, so the sweeper can keep the floor clean.

As the roving from the front row of spindles on all frames is lighter than the roving from the back row, it is a good idea when starting the frames to have the roving from the top rows of roving in the creels put through the rollers so they will run on the back row of spindles and the two lower rows of roving run on front row. As the roving from the top rows stretches more than the roving in the two lower rows, we have less variation in the number by creeling them this way.

The flyers on roving frames do the same work as the travelers and rings on a spinning frame and have just as much effect on the running of the frames. Every flyer has to be kept balanced, and the pressers in the right shape to have good running frames.

I do not believe in "docking" frame hands for bad work. I believe in showing them what an advantage it is to them all for each one to make good work, and when I have those who does not take enough interest in his job to make good work, I let him go.

Keep the frames lined and oiled so that all the load will be off the cone belts that is possible to get off. I have seen frames where the spindle and bolster rails were out of line so much that when the frames were stopped near the bottom change, the cone belt would not start them without help from the frame hand. When frames are all in good shape, they will start as easy where the carriage is in one position as it will in another. Have all the cone belts made endless and let the section men keep two or three on hand all the time to put on when one breaks, or gets too slack, and never allow buckles on them. It takes longer to put on endless belts when they break, but it pays in the long run.

Watch the numbers closely and keep them right. Whoever does the sizing up should have a book to record the weights every day and if any changes are made, he should write down the gears put on and the weights before and after changing.

Every card room should have enough frames to keep ahead so they can stop them early Saturday, if not Friday evenings, and the section men should go over the horseheads and tighten all the loose nuts and set screws and put on new gears if any are worn badly enough, and put on cone belts if any are in bad shape. The oiler should put a little bearing grease on all the fast gears. There is a cause for every end that comes down on a frame, and the carder who watches every little detail and keeps his frames up and in good shape, geared up right, the rollers in good shape and set to suit the cotton used, so the frames will run well, usually has his choice of the best frame hands in his community.

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SOLUBLE SIZING TALLOW



THIS PREPARATION is simply raw beef tallow made soluble. In view of the fact that raw tallow will not dissolve and hence does not combine with starches, we herein offer an article that avoids these objectionable features. Soluble Sizing Tallow dissolves and combines readily with all starches and acts as a most valuable softening agent. Users of this article will avoid the danger of mildewed warps and also the disagreeable odor of Raw Tallow in the goods. In short, an excellent softening agent.

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Want Department

Want Advertisements.

If you are needing men for any position or have second hand machinery, etc., to sell, the want columns of the *Southern Textile Bulletin* afford a good medium for advertising the fact.

Advertisements placed with us reach all the mills.

Employment Bureau.

The Employment Bureau is a feature of the *Southern Textile Bulletin* and we have better facilities for placing men in Southern mills than any other journal.

The cost of joining our employment bureau is only \$1.00 and there is no other cost unless a position is secured, in which case a reasonable fee is charged.

We do not guarantee to place every man who joins our employment bureau, but we do give them the best service of any employment bureau connected with the Southern textile industry.

Beamer Wanted.

Wanted at once—

Two first class pattern beamers.

Two first class pattern beamers.

One first class machinist.

Pay \$12.00 per week for each. Men with family preferred.

J. B. Boyd, Supt.,

Patterson Mills,

Roanoke Rapids, N. C.

Section Men Wanted.

Want two section men on Howard & Bullough spinning. Pay \$1.40 per day. None but hustlers need apply. Address N. B. Hill, Caswell Mill, Kinston, N. C.

WANT position as overseer carding at not less than \$3.00 per day. Have had 15 years experience in card room. 4 years as overseer. 29 years old. Married. Can give good references. Address No. 513.

WANT position as carder or spinner or superintendent. Would accept job at \$3.00 per day. Can take job at once. Good references and long experience. Address No. 514.

WANT position as overseer carding with a first-class mill at \$3.50 or \$4.00 per day. Long experience. Can give good references. Address No. 515.

WANT position as carder or spinner or both by a young married man. Strictly sober and good manager of help. Best of references by past employers. Production guaranteed or know the reason why. Address No. 516.

WANT position as superintendent. Have had long experience and am entirely competent. Can furnish

satisfactory references and will give satisfaction. Address No. 517.

WANT position as superintendent. Have had long experience and given entire satisfaction. Reason for changing is for better salary. 45 years old. Married. Member of church, strictly sober. My experience has been from the ground up on both white and colored work. Address No. 518.

WANT position as overseer carding. 24 years experience in carding. Married. Sober. Good references. Can change on short notice. Address No. 519.

WANT position as superintendent or overseer carding or carder and spinner. Good references both as to character and ability. Address No. 520.

WANT position as overseer carding at not less than \$3.00 per day. Can give good references and can change on week's notice. Address No. 521.

WANT position as superintendent of spinning mill by practical man with 22 years experience in spinning. Am at present spinner in 50,000 spindle plant. Have been with present employers for eight years. Address No. 522.

WANT position as superintendent at not less than \$1,500. Now employed and giving satisfaction, but prefer a more modern mill. Can furnish the best of references. Address No. 523.

WANT position as overseer of carding at not less than \$2.50 per day. Have had long experience and can furnish best of references. Address No. 524.

WANT position as overseer weaving. I am an overseer of long experience on different classes of goods, both plain and fancies. Can dress No. 525.

WANT position as carder or spinner, or both, or superintendent of small mill. Have had 15 years' experience as practical mill man. Address No. 526.

WANT position as overseer of carding or carding and spinning in small mill. S. C. or N. C. preferred. 15 years experience. Age 44. Now employed. Would accept \$3 per day. Address No. 527.

WANT position as master mechanic. Have had long experience. Now employed and giving satisfaction but want larger job. Address No. 528.

WANT position as overseer of weaving. 23 years experience. Good references. Now employed. Have run large room. Age 45. Prefer room with Draper looms. Address No. 529.

WANT position as overseer of spinning or winding at not less than \$2.50 per day. 17 years experience. Have also taken textile course. Can furnish good references. Address No. 530.

WANT position as superintendent of yarn mill or carder and spinner. Have had long experience and can furnish good references. Would like to correspond with mill needing first-class man. Address No. 531.

WANT position as overseer of carding at not less than \$3.00. Have held present job 2 years and am giving satisfaction, but prefer to change. Good references from present and former employers. Address No. 532.

WANT position as overseer of dyeing. Have had 23 years' experience on warp and raw stock dyeing. 4 years' experience sizing warps. Have three hands besides myself. Address No. 533.

WANT position as superintendent of 5,000 or 10,000-spindle yarn mill or carder and spinner in large mill. Can furnish best of references. Age 35. Have been with present mill 6 years. Address No. 534.

WANT position as carder or spinner, or both, in a small mill. Have 10 years experience as overseer of carding and spinning. Married. Strictly sober. Now employed. Good references. Address No. 535.

WANT position as overseer of spinning, spooling, warping and twisting. Have 15 years experience. Middle aged. Married. Can furnish best of references. Address No. 536.

WANT position as overseer of carding and spinning. 4 years experience in card room. 13 years as overseer spinning. Good reason for wanting to change. Good references. Address 537.

WANT position as superintendent. Have had many years experience and can furnish first-class references from former employers. Sober, reliable and good manager of help. Address No. 538.

WANT position as carder or spinner or both. Am practical mill man of long experience and can furnish as reference present and former employers. Address No. 539.

WANT position as master mechanic. Have had wide experience with cotton mill plants and general repair work. Have first class engineer license. Am strictly sober and attend to business. Address No. 540.

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WANT position as overseer of spinning in large mill or superintendent of small mill. Have had long experience and can furnish good references. Address No. 541.

WANT position as overseer of weaving. Have had long experience on both white and colored work and can furnish first-class references. Address No. 542.

WANT position as overseer of spinning or weaving at not less than \$3.00 per day. Can furnish best of references for either place. Prefer North or South Carolina. Address No. 543.

WANT position as overseer of carding. 31 years old. Married. Good habits and a hustler for production. Only reason for wanting to change is larger job. Can give good references. Address No. 544.

WANT position as overseer of weaving. 14 years' experience as fixer and overseer. Age 32. Strictly sober. I. C. S. graduate. Fine references. Address No. 545.

WANT position as superintendent in small mill or carder in large mill. Can give A 1 references. Age 39. 25 years mill experience. Held last job for six years. Address No. 546.

WANT position as traveling representative for a mill supply house or for a line of textile books or journals. Have good experience and can furnish good references. Address No. 547.

WANT position as carder or spinner on either white or colored work, either coarse or fine. Have experience on warping, twisting, etc. 12 years as overseer. Good references. Address No. 548.

WANT position as overseer of carding. Have had long experience on both coarse and fine work. Can furnish satisfactory references. Address No. 549.

WANT position as overseer of carding in small mill or second hand in a large mill. Am now employed but prefer to change. Good references. Address No. 550.

WANT position as overseer of spinning. Held last job three years and gave satisfaction. Can furnish satisfactory references. Address No. 551.

(Continued from last page)

WANT position as superintendent, assistant or overseer of weaving by a Northern man. 40 years of age. Married, moral and strictly temperate. 28 years experience on nearly all grades of cotton goods—plain or fancies, white or colored. Good spinner. Expert weaver, and textile graduate. 3 years in present position. Salary no object the first year. Three workers in family. Best of references. Address No. 552.

WANT position as superintendent. Now employed and giving satisfaction, but desire larger mill. Can furnish best of references. Address No. 553.

WANTED position as carder, spinner or superintendent. 20 years practical experience as overseer and superintendent. Can change on short notice. Good references. Address No. 554.

WANT position as master mechanic. Have had 30 years' experience as engineer and master mechanic. Would like to correspond with mill in need of such a man. Address No. 555.

WANT position as overseer of weaving. Prefer print goods. Believe in looking out for production, quantity and quality at lowest cost. Have family. Present employers as references. Address No. 556.

WANT position as superintendent of small mill or overseer of spinning in large mill. Now employed as spinner and assistant superintendent and giving satisfaction. Good references. Address No. 557.

WANT position as superintendent or overseer of carding in large mill. Experienced on both white and colored goods. Satisfactory references. Address No. 558.

WANT position as superintendent of either yarn or weave mill. Have had long experience. Held present job three years. Good references. Address No. 559.

WANT position as overseer of carding. Now employed but want larger room. Have good experience in first-class mills and can furnish good references. Address No. 560.

WANT position as overseer of spinning or winding and spooling and slashing. 15 years experience. Now employed. Can give good references. Address No. 563.

WANT position as superintendent or superintendent and manager of either yarn or cloth mill. Am experienced on hosiery yarns. Competent and reliable. Can invest some capital in good proposition. Address No. 561.

WANT position as overseer of weaving. Now employed but want larger job. Have had experience on

many lines of goods and can give

WANT position as overseer of weaving. Have had long experience on both white and colored goods and can furnish good references. Address No. 564.

WANT position as superintendent or manager. Have had long experience especially on colored goods and can give satisfaction. Good references. Address No. 566.

WANT position as overseer of cloth room. Have been overseer at present mill since it started and have given satisfaction but want larger job. Good references. Address No. 565.

WANT position as overseer of spinning or carder and spinner. Would take place as second hand in large mill. 11 years experience as overseer. Good habits, age 34, married. Can furnish best of references. Address No. 573.

WANT position as master mechanic. 23 years; reference. Strictly sober. Good references from present and former employees. Have family of spinners and doffers. Have seldom changed position. Address No. 574.

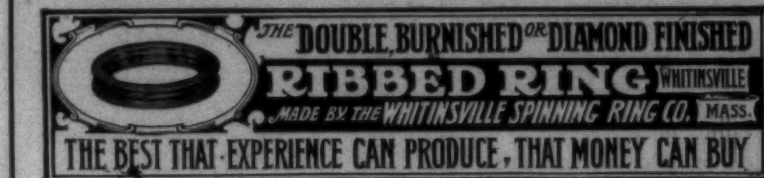
WANT position as overseer of carding. Am experienced on both coarse and fine numbers, white and colored. Prefer Georgia or South Carolina. Sober. Good manager of help. Satisfactory references. Address No. 575.

WANT position as overseer of cloth room. Now second hand in cloth room running 80 to 100 styles. Good manager. Age 25. Strictly sober. Best of references. Address No. 571.

Cotton Antiadulteration Association at Shanghai.

The efforts of the foreign firms in Shanghai which handle Chinese-grown cotton to break down the practice of the natives of watering their product and thus increasing the weight are at last yielding some results, though much inertia and positive opposition is yet to be overcome. The second annual meeting of the association was held September 30, 1913. It was announced that 44 per cent more cotton was tested during the year than in the previous year. The quantity of Chinese cotton dealt with aggregated 570,063 piculs of local cotton and cotton imported for local use and 282,751 piculs for export, a total of 852,814, against 589,613 for the operations of the previous year. Cotton samples tested totaled 40,758, as compared with 28,348 during the previous period. In addition, 320 silk tests were carried out. (Picul=13 1-3 pounds.)

The practice of watering cotton continues, though only 66 per cent of the parcels tested toward the end of the season showed tampering with, as against 84 per cent in the early period of the season. It is hoped that repressive legislation may be secured from the Govern-



ment when it is more effective in its operations. The foreign firms which instituted this movement to prevent watering of cotton have had no help from the Chinese-owned mills of Shanghai, all of which, in addition to one Japanese-owned mill, have thus far declined to join the association.

Besides the usual watering of the cotton, the Chinese have hit upon another idea for adulteration, namely, the mixing of inferior grades with the good quality. This has proved a source of much annoyance to mill owners. In the Commissioner of Customs report on Shanghai trade for last year mention is made of the fact that the most recent form of adulteration adopted by the farmers was to mix from 5 to 30 per cent of unginned seed cotton with the clean article. The loss in weight alone is, of course, a serious matter, but besides that the mills experience a good deal of difficulty in extracting the unginned from the ginned cotton. One mill made a special machine for doing this and was thus able to buy considerable quantities on favorable terms.—Consular Reports.

Textiles For Straits Settlements.

Manufactured and partly manufactured articles were imported last year into the Straits Settlements to the value of \$46,658,200, an increase of \$4,696,800. Manufactured metals were imported in increased values, but there were more substantial gains in textiles. General prosperity and good times probably had more to do with the increased demand for textiles than anything else, though a change in the dress of the Chinese in districts supplied from Singapore had some influence. The most noticeable increase was in cotton piece goods, imports of which aggregated 5,817,000 pieces, a gain of 1,051,000 pieces. Great Britain was chiefly benefited by this increase. Apparel, hosiery, drapery, and napery imports were valued at \$3,004,300, an advance of \$403,100, and yarn and thread at \$1,693,400, an increase of \$176,000.—Consular Reports.

More Efficiency Needed in Distributing Cotton Fabrics Than in Their Manufacture.

The various factors in the trade who have been looking into the matter of foreign competition are convinced that what is badly needed here is more efficiency in the distribution of cotton fabrics, rather than in the actual making of the goods. The loose method of distributing cotton fabrics after they leave the mill has been criticised since the new tariff bill went into

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effect; and it is believed in some quarters that the methods of distribution must be improved, if the domestic mills are to compete successfully with foreigners who are selling to the retail trade direct.

It is pointed out that, at present, the mill has little or no control of the distribution of a number of cloths, and cannot directly fight for more efficient distribution. It is suggested that it would be better for mills to have the financial backing to finish their own goods, rather than to sell them to the broker, converter, or jobber, who in turn, sells them to the retailer, as is the case today. Again, it is suggested that some novelty goods mills might consolidate with a converting house finishing novelty goods and selling to the retailer direct, and thereby insure economy in distribution which may be badly needed a few months hence.—Daily Trade Record.

What He Did Not Know.

The deacon who had enquired of some boys the way to the postoffice, was about to ramble on, when he suddenly noticed that the boys were pitching pennies. Naturally the good man was shocked like stepping on a live wire.

"Boys," severely cried the deacon, "I am surprised and hurt to see that you are pitching pennies. It is a wicked form of gambling. Come here while I speak to you, and I will show you the way to heaven."

"Forget it," was the prompt rejoinder of the boy who had first spoken. "You don't even know the way to the postoffice!"—Philadelphia Telegraph.

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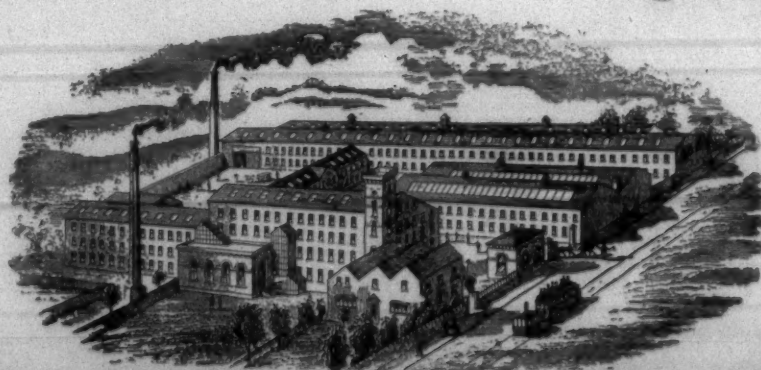
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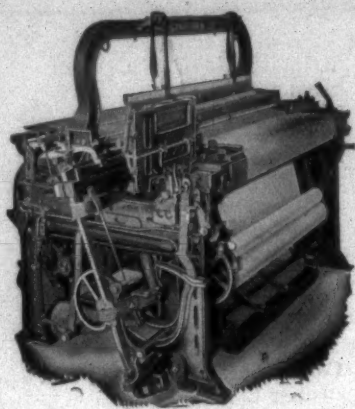
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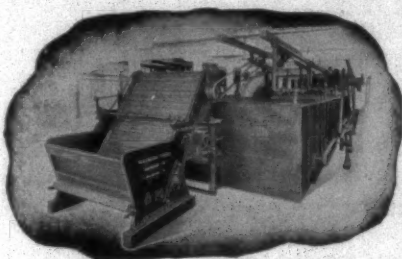
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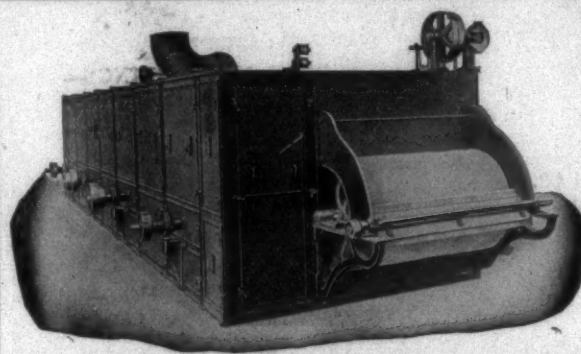


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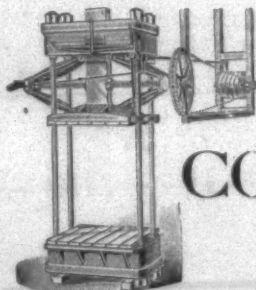
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